PUBLISHED MONTHLY PRICE ANNAS 8.

The Bombay Gazette.

No. 53,505—NEW SERIES. BOMBAY :—TUESDAY, JUNE 6, 1905. PRICE 4 ANNAS.

THE INDIAN RAILWAY
TRAVELLERS' GUIDE,
THE BEST AND MOST COMPLETE GUIDE IN INDIA.
Time and Fare Tables of all Indian Railways; Steam Boats, and Daks, Places of Interest—Inland and along the Coast, Postal and Telegraphic Information, &c., &c.
COLOURED MAP OF INDIA.
"Bombay Gazette" Press, Fort, Bombay.

Milkmaid
LARGEST SALE in the WORLD.
GRAND Milk

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

LIST OF DEPARTURES FROM BOMBAY

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Date of Sailing. 1905. Saturday.	Steamer.	Tons.	Connecting at Aden with.	Tons
10th June	PERSIA	7051	INDIA	7911
17th "	PENINSULAR	5294		
24th "	EGYPT	7912		
1st July	ARCADIA	6603	BRITANNIA	6585
8th "	CALEDONIA	7558		
15th "	PENINSULAR	5294	MONGOLIA	9505
22nd "	ARCADIA	6603		
29th "	ORIENTAL	5284	MARMORA	10509
5th Aug.	ARABIA	7903		
12th "	PENINSULAR	5294	CHINA	7912
19th "	PERSIA	7951		
26th "	ORIENTAL	5284	MOLDAVIA	9500
2nd Sept.	EGYPT	7912		
9th "	PENINSULAR	5294	MACEDONIA	10512
16th "	CALEDONIA	7558		
22nd "	ORIENTAL	5284	VICTORIA	9500
30th "	MALTA	9024		

The above Steamers convey Passengers to Marseilles, Plymouth and London.
Passengers for Brindisi tranship to a connecting steamer at Port Said.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing, and CABIN BAGGAGE before 9 A.M. on SATURDAY. The attention of Passengers is called to the importance of having their Baggage labelled with Port of Destination.

Tenders leave the Ballard Pier on day of sailing.

All Passengers must attend at that place between 12 and 12-30 o'clock P.M. for Medical Inspection by the Health Officer of the Port, and no one will be allowed on Board the Mail Steamer unless so examined, and conveyed thence in the Company's Steam Barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passengers cannot go on Board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND AUSTRALIA.

The Company's Steamers leave Bombay fortnightly usually on TUESDAYS, taking Passengers for the Straits, China, and Japan, and Return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals calling at ports on route.

FRANK RITCHIE,
Superintendent, P. & O. S. N. Company.
Bombay, 30th May, 1905.

HOMEWARD PASSAGES.

GRINDLAY GROOM & CO.,
BOMBAY.

PASSENGERS booked without charge, and on Favourable Terms. Berths carefully selected.
SLEEPING CAR and CONTINENTAL RAILWAY TICKETS procured.
RAILWAY OFFICIALS and MISSIONARIES booked at Reduced Rates.
PASSAGES booked to ENGLAND via JAPAN and AMERICA by the Canadian Pacific, Occidental and Oriental and Pacific Mail Routes.
HANDBOOK giving Details of Fares, &c., and List of Sailings by all Lines sent free on application.
PASSENGERS met on arrival.
BAGGAGE shipped and cleared and Insurance effected overland all risks.
PACKAGES cleared or shipped.
CIRCULAR NOTES, BANK NOTES, DRAFTS and SOVEREIGNS at current rates.

Calcutta Agents.—GRINDLAY & Co.
LONDON AGENTS.—GRINDLAY & Co.

COMPAGNIE DES MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To Sail on THURSDAY.
AUSTRALIEN	6,633	Verron	15th June 1905.
VILLE de la CIOTAT	6,630	Rilleau	13th July 1905.
YARRA	4,255	Seilles	10th Aug. 1905.

INTERCHANGEABLE TICKETS

RETURN TICKETS can be made available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Rates.

TO AUSTRALIA DIRECT,
AND THE FAR EAST, TRANSHIPPING AT COLOMBO.

Vessel.	Tons.	Captain.	To Sail on or about
NERA	5,807	Schmitt	24th June 1905,
DUMBEA	5,916	Boyer	22nd July "

RETURN FARES TO AUSTRALIA.

Available for 24 months.
1st Class Rs. 745, 2nd class Rs. 515, 3rd class Rs. 295.
For further Particulars apply to
P. de BURE, Agent.
97, Esplanade Road, Bombay.

SHORT LEAVE SEASON.

The Sailings of the Messageries Maritimes Coy. fit in exactly with the requirements of Civil and Military Officers on 3 months Privilege leave.

ANCHOR LINE.

REGULAR SAILINGS TO MARSEILLES AND LIVERPOOL.

Bombay to Liverpool (all the way by sea) ... Rs. 350
Bombay to Marseilles ... " 525

Passengers proceeding to London from Marseilles are charged £5 extra for Railway Tickets at current rate of exchange on the fare to Marseilles. To New York, Rs. 700; Suez, Rs. 350; Port Said, Rs. 380.
Return Ticket to Liverpool (all the way by seas Rs. 660.
Return to London Via Marseilles, and back from Liverpool, Rs. 900.
Return Tickets are available for two years.
Concessions on single ticket granted to Families, Railway employees, Hospital Nurses, Missionaries, Tea Planters, &c.
Each steamer carries a duly qualified Surgeon and an experienced Stewardess, and is fitted out with every comfort.
All Cabins are on the upper Deck.
Officers of the Army are exempted from the penalty attached to overstaying their leave by reason of delay in arrival of Steamer, provided it is timed to arrive within the period of their leave.

The following sailings have been arranged :—

Steamer	Captain	Tonnage.	Date. Year
MASSILIA	J. Thomson	5001	6th June,
ARABIA	G. Rich	3503	22nd June.
OLYMPIA	O. F. Osborne R.N.R.	5151	30th July.
MOMBASA	Shafto Abrey	5106	2nd Sept.
BRITANNIA	H. G. Garrick	3060	19th Sept.
PERSIA	G. Mitchell	3503	7th Oct.
ARABIA	G. Rich	3503	25th Oct.

The advertised rates to Europe include a passage by a B. I. S. N. Co.'s steamer between Karachi and Bombay.
For rates for steamers not carrying surgeon and Stewardess, or for any other information regarding Passage, &c., apply to the Undersigned.

W. & A. GRAHAM & Co., Agents.
Graham's Buildings Bombay.

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED,
Intend to despatch Steamers as follows :—

FOR KARACHI.

T. S. "LINGA," 2,171 tons, on FRIDAY, 9th June, from the Victoria Dock, Wall No. 14 Shed, on arrival of English Mail.

FOR KATHIAWAR COAST, KARACHI AND PERSIAN GULF.

S. S. "AFRICA," 2,037 tons, on TUESDAY 6th June, at 10 a.m., from the Victoria Dock, Wall No. 14 Shed, calling at weather permitting, Verawal, Mangrole, Porebunder, Cutch Mandvie, Karachi, Pasni Muscat, Jask, Bunder Abbas, Lingah, Bahrein Bushire and Kowet.

FOR KARACHI, MUSCAT, BUSHIRE, KOWEIT, MAHOMMERAH AND BUSREH.

S. S. "DUMRA," 1,695 tons, on THURSDAY, 8th June, from the Victoria Dock, Wall No. 14 Shed.

FOR EAST AFRICA.

S. S. "NERBUDDA," 3,025 tons, on or about 13th June calling at Mombasa, Zanzibar, Mozambique, Beira, Delagoa Bay and Durban.

FOR COAST PORTS AND CALCUTTA.

S. S. "SCINDIA," 2,729 tons, on or about 9th June.

MACKINNON MACKENZIE & CO., Agents.
Bombay, 5th June, 1905.

KING, KING & CO.,

BANKERS and EAST INDIA AGENTS,
BOMBAY.

PASSAGES ENGAGED and best available berths secured at lowest rates obtainable by P. and O. and all other Steamers, free of charge of Commission.

Latest List of Sailings, Fares and Handbook of information furnished by return of post on application.

SPECIAL REDUCED FARES for Railway Officials, Missionaries and Family Parties obtained.

Special attention paid to the grouping of Passengers travelling 2nd Class by P. and O.

Every assistance rendered to Passengers on arrival in Bombay. Baggage taken over at the Railway Stations and Shipped.

Special Agents of the Firm meet all Steamers at Brindisi and Marseilles.

Packages of every description received for Despatch as Cargo to MESSRS. HENRY S. KING & Co., London, or MESSRS. KING, BAILLIE and Co., Liverpool.

Freight and Marine Insurance at the Lowest Rates. Quotations furnished on application

KING HAMILTON & Co.,
CALCUTTA.

HENRY S. KING & Co., LONDON.

AUSTRIAN LLOYD'S S. N. Co.

UNDER MAIL CONTRACT WITH
THE AUSTRIAN GOVERNMENT.

BOMBAY TO TRIESTE VIA ADEN, SUEZ AND PORTSAID.

DIRECT LINE.

Steamer.	Captain.	Tons.	To sail on
IMPERATOR	F. Mosca	4,119	1st Oct, 1905.

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 600	Rs. 325	Rs. 150

Takes Passengers to East African ports with transhipment at Aden.

ORDINARY LINE.

Steamer.	Captain.	Tons.	To sail on or about.
FRANZ FERDINAND	C. Matcovich	6,056	20th July 1905.
† NIPPON	L. Scioh	6,316	27th " "
* CHINA	S. Tomanovich	6,000	26th Aug. 1905

† Will call at Fiume. * Will call at Karachi.

PASSAGE MONEY BY THIS ROUTE,

	Saloon.	Deck
TRIESTE OR VENICE	Rs. 400	Rs. 150

RETURN TICKETS TO TRIESTE AND VENICE AVAILABLE FOR ANY PERIOD WITHIN TWO YEARS.

1st Class, Rs. 900. 2nd Class Rs. 488, Saloon Rs. 600

THROUGH TICKETS TO LONDON

1st and 2nd Class Single and Return Tickets are issued Via Trieste, the St. Gothards and other Routes.

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyds and the Return Voyage by the Messageries Maritimes Co. at reduced fares

Passengers to VENICE tranship at TRIESTE to another Steamer of the Company which takes about 6 hours to cross the Gulf.

STEAM TO JAPAN VIA COLOMBO, PENANG, SINGAPORE, HONGKONG, SHANGHAI, YOKOHAMA AND KOBE,

Steamer,	Captain,	Tons.	To sail on or about
AUSTRIA	R. Colledani	7,058	26th June.

For further particulars regarding Passages, Apply to
E. FONDA, Acting Agent,
Sassoon House, 54, Church Gate Street, Fort Bombay.

THOS. COOK AND SON,

BANKERS AND AGENTS,
BOMBAY, CALCUTTA, RANGOON, COLOMBO.

PASSAGES engaged by all Lines of Steamers.

INTERPRETERS at all Principal Ports.

HOTEL COUPONS available at 2,000 Hotels

CURRENT and DEPOSIT Accounts opened.

CIRCULAR NOTES and Letters of Credit issued and cashed.

PACKAGES Shipped to and from all parts.

INSURANCE, (Fire, Life and Marine) effected.

"COOK'S ORIENTAL TRAVELLER'S GAZETTE" containing all information for Travellers sent Post Free on application.

MONGINI BROTHERS.

FINEST ITALIAN CONFECTIONERY.

	Rs. as.
VENCHI'S CARAMELLE MIGNON (with Fruit Gelatine)	1 12 per lb.
VENCHI'S DRAGEES (Imitation Pears, Cherries, Hazelnuts, Beans etc.)	1 12 "
VENCHI'S ROCK DROPS, SATINES, FOURRES, etc... or in Small Pocket Flasks As. 8 each and in Large size patent air-tight Glass Jars Rs. 3-12 and Rs. 7.	1 12 "

A LARGE ASSORTMENT OF

DESSERT CHOCOLATES
CHOCOLATE COINS, MEDALS,
CIGARETTES, ETC., ETC.

UP-COUNTRY ORDERS PROMPTLY ATTENDED TO

MONGINI BROTHERS.
MANUFACTURING CONFECTIONERS AND CATERERS,
25-27, CHURCH GATE STREET, BOMBAY.
TELEPHONE NO. 325.

YOU NEED GOOD FOOD

to enable you to withstand the enervating climate of India.

We have been supplying this for over 50 years, and are still supplying it. Immense quantities of provisions, fresh from England, are despatched all over the country every week.

Our specialities are

CUMBERLAND HAMS.
WILTSHIRE BACON.
EVERY VARIETY OF CHEESE.

If you will send for a price list, you will find that we have many dainties which would make a pleasant change, or, if you prefer it, send an enquiry to

W. B. GREEN & CO.
CATERERS TO THE VICEROY.
APOLLO BUNDER, BOMBAY.

No other firm has any connection with W. B. GREEN & CO., who were Established in 1868.

TELEGRAPHIC ADDRESS :—"CATERERS," BOMBAY.

TRY! TRY!! TRY!!!

DR. SPOONER HARTS

1. PREPARED MEAL No. 1 for DOGS. 2 PREPARED MEAL No. 2 for PUPPIES
3. BISCUITS for DOGS. 4 PREPARED FOOD for POULTRY.
5. "NUTRIENT" (a rich Fluid Food given with the ordinary Food for HORSE and CATTLE).

1. Every Dog owner should use Dr. Spooner Hart's Prepared Meal No. 1 for Dogs, a staple diet of great value and equally suitable for all classes.

Re. 1-0 per 10-lb bag.

2. PREPARED MEAL No. 2 for PUPPIES.—This will be found "par excellence" the Food for them. Being soft and nutritious, Puppies thrive and fatten upon it and there is no fear of worms developing in the bowels (which Puppies are so liable to when fed on other materials) whilst they are on this food

Re. 1-0 per 10-lb. bag.

3. BISCUITS for DOGS.—An appetising staple diet for Sporting and other Dogs, and of great value to Shikar Parties, being easy of transport.

Rs. 2-0 per 10-lb. bag.

4. PREPARED FOOD for POULTRY.—Will double the profit of laying Birds and quickly increase the weight of Birds for the table, and is protective against disease.

Re. 1-0 per 10-lb. bag.

5. "NUTRIENT."—A fattening, conditioning fodder adjunct of distinction and unequalled value for maintaining condition. Horses and Cattle will fatten on it in a few days.

Rs. 3-0 per tin, with full directions.

R. S. HART BROS.,
CALCUTTA.

TOILET REQUISITES FOR LADIES.

THE NICETY OF YOUR DRESSING TABLE.

LATEST DESIGNS IN STERLING SILVER.

	Rs. as.
New Cherub pattern Hair brush Tray	120 0
Embossed " " "	52 8
New Cherub " Comb "	40 0
Embossed " " "	20 8
Plain " " "	17 0
New Art " " "	26 0
Embossed Pin Boxes	28 0
" Silver Top, glass case pin boxes	5 8
Silver mounted hair pin Stand, new	16 0
" Scent bottles, large variety from... ... Rs. 3 to	28 0
Solid Silver " "	150 0
Manicure Sets Embossed 3 pieces	21 0
" " 4 " Lighter	21 0
" " 9 " "	80 0
" completely fitted plain or embossed	70 0
Shoe lift and Shoe and glove button hooks	18 0
Glove Stretch, Shoe lift, shoe and glove button hooks	24 0
Curling Tongs, button hook and shoe lift	16 0
Hair brush and Comb, Powder box, and tooth brush, plain	40 0
2 Hair Brushes, hand mirror, comb and 2 cloth brushes embossed edge or perfectly plain...	210 0

GENERAL ILLUSTRATED CATALOGUE ON APPLICATION.

MARCKS & CO., LTD.,
BOMBAY AND POONA.

ALCOCK, ASHDOWN AND CO., LD.,

ENGINEERS, BOILER MAKERS, IRON AND BRASS FOUNDERS SHIP AND MILLWRIGHTS.

CONTRACTORS for the SUPPLY of Machinery and Erection of Buildings for Cotton, Flour, Sugar, Oil Mills, Distilleries, etc.

Manufacturers of all kinds of Cast and Wrought Iron Work of the heaviest description, Cotton Presses, Half Presses and Finishers for Half-Pressed Bales, Hydraulic Machinery, Mill and Rope Gearing Wheels made by Machinery up to 4 feet diameter, Ornamental Castings, Sanitary and Water Carts, Tanks, etc.

To enable us to meet all Engineering and Trade Requirements, we have added to our Works some of the largest and heaviest Tools in India, including Special Testing Plant, and greatly extended our Foundry.

SOLE AGENTS FOR

THE BRITISH ANTI-FOULING COMPOSITION AND PAINT CO., LTD.
(VON HOVELINGS PROCESS.)
PAINTS
As supplied to the Principal Navies of the World.

Messrs. THE ATLAS METAL and ALLOYS CO., LTD., Genuine Atlas Metal of W. E. Watson's Brand.

Messrs. SAMUELSON and Co., Ltd.
Patent Power Hammers and Roots, "Acme" Blowers and Exhausters.

For Sale.—Boilers, Engines, Contractors' Pumps, Boiler Fittings, Pipes, Cocks etc., Also Steel Bars, Plates, and Angle Irons of the largest sections, Diamond, Silver, and other Steel and Engineers' Requisites of all descriptions kept in Stock

HEAD WORKS AND OFFICES—DEFENCES WORKS, MAZAGON,
BRANCH FACTORY—CARNAC IRON WORKS,
OPPOSITE VICTORIA DOCKS.

J. W. HEPWORTH, SECRETARY AND MANAGER.
D. LONGWORTH, ASSISTANT SECRETARY AND MANAGER.

GOOD NILGIRI COFFEE.

DIRECT FROM THE CURING WORKS.

TRADE S. & CO. MARK

	Rs. a.
30 lbs. Small Coffee delivered free at any Railway Station between Coimbatore and Bombay	11 14
3 1-lb. tins Finest Ground Coffee, Red Ensign label, delivered free of all charges at any address in India—V. P. Post	3 0
6 1-lb. tins do. do. do.	5 10

FOR FULL PARTICULARS OF WHOLE and GROUND COFFEE and TEA,
APPLY TO T. STANES & CO.
COFFEE WORKS, COIMBATORE.

VENNING AND RAMSAY,

PRACTICAL TAILORS,
21, Hornby Road,
OPPOSITE PHILLIPS & Co.,
FORT.

WELL FITTING

SHIRTS.

	½ doz. Rs. a.
Best Zephyr	25 8
Oxford	21 0
Soft Gauze	18 0
Twill	10 8
Dress	24-0 27 0
4 fold linen Fronts and Wts	30-0 33 0

TAPE WORMS. These pests expelled in a few hours, particulars and "BOOK OF RECIPES" for cure of various ailments both free. State age.
HIGSON, Box 31, North St. Nottingham, England.

NEVER FOUND OUT OF ORDER.—"I am glad to inform you that I have used Singer's Oscillating Machine for last 10 years, and during that time never found it out of order, and even now it works as it is were quite new. Mrs L Arasuna, Gingaum Bombay."

THE NEW "REVLUC" PINCE-NEZ.

DURING the Hot Steamy Weather when your Glasses persist in falling off your nose, a pair of "REVLUC" FRAME fitted to your own lense, will be found a great boon.

They are self adjusting
There is nothing to break
They are always Horizontal
They are the acme of comfort and very strong
No slipping off the Nose.

Prices of Frames only, inclusive of fitting :—
Nickel Rs. 3-8. Gold Rs. 35.

MARCKS & CO., LD.,
BOMBAY AND POONA.

WAR NEWS.

THE *BOMBAY GAZETTE* EVENING SUPPLEMENT may be had at the Office of the *Bombay Gazette* by Non-subscribers to the Daily Edition, every Evening at 5 o'clock, on payment of a Monthly Subscription of ONE RUPEE.

PUBLIC NOTIFICATIONS.

S. S. "KNIGHT BACHELOR," SAILING to MARSEILLES direct about the 10th of June. Fare to Marseilles is Rs. 350, and Fare to Dunkirk Rs. 420. Good accommodation and food also, fitted up with Electric Light.

KILLICK, NIXON & CO.,
Bombay.

DEUTSCHE OST AFRIKA LINIE.
(GERMAN EAST AFRICA LINE.)
BOMBAY—AFRICA.

THE following Steamers will SAIL:—

Steamers.	Tons.	Capt.	To sail.
* REICHSTAG	2036	Ible.....	19th June

Taking Passengers and Cargo for LAMU, MOMBASA, ZANZIBAR, GERMAN and PORTUGUESE coast ports and DURBAN.

* Will Carry also passengers for CAPE PORTS.

For Rates and Particulars apply to

A. STRANDES,
Agent.

4, Medows Street, Bombay 9th May, 1905.

NOTICE.

I, ESSAJI TAJBHOY of Bombay, hereby give notice that in consequence of the Sale of the S. S. CLAN MACKENZIE" to me, I have applied to the Board of Trade under Section 47 of the Merchant Shipping Act 1894, in respect of the Ship "Clan Mackenzie," of Bombay Official No. 83044 of Gross Tonnage 2987 Tons, Register tonnage 1922 tons heretofore owned by me, for permission to change her name to "SHAH AMEER" and to have her Registered in the new name at the Port of Bombay as owned by me.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Bombay within seven days from the appearance of this advertisement—Dated at Bombay the 5th day of June 1905.

per pro. ESSAJEE TAJBHOY.
GOOLAM HOOSEIN ESSAJI,

B. B. AND C. I. RAILWAY.

NOTICE.
INTRODUCTION OF STANDARD TIME.

UNDER instructions from the Government of India the NEW INDIAN STANDARD TIME which will be 39 MINUTES IN ADVANCE OF BOMBAY TIME, and 9 MINUTES IN ADVANCE OF MADRAS TIME, will be introduced on this Railway with effect from the 1st July, 1905, under the following arrangements:—

At Nine minutes before midnight of the 30th June current, the Clocks at all Railway Stations and Offices will be advanced 9 minutes, and the Timings of all Trains shown in the Public Time Tables will thenceforward indicate STANDARD TIME, instead of MADRAS TIME as at present.

In order to avoid inconvenience to Passengers travelling by the Local and Suburban Trains into and out of Bombay for business purposes, the timings of those trains will be put forward 9 minutes in the Time Tables, so that the Trains will practically arrive at and depart from Stations at the same hour according to Bombay Local time, as they do now.

In the case of the Mail and Through Passenger Trains, only such slight alterations will be made as are rendered necessary by the change in the Timings of the Local and Suburban Trains.

Sheet Times Tables showing Timings according to Standard Time will be exhibited at Stations one week prior to the introduction of the new arrangement referred to.

FREDERICK W. HANSON,
Ag. General Traffic Manager.

General Traffic Manager's Office, Bombay, 3rd June 1905.

KING, KING & Co.,
BOMBAY.
KING, HAMILTON & Co.,
CALCUTTA.

CURRENT ACCOUNTS opened free of charge for Commission, and Interest at 2 per cent. per annum credited on 30th June and 31st December, when the minimum balance does not fall below Rs. 500. Currency Notes of all Circles and Demand Hundies payable in Bombay received without charge.

FIXED DEPOSITS received, subject to six and twelve months' notice of withdrawal at rates which can be ascertained on application.

REMITTANCES may be made to the UNITED KINGDOM, Demand and Telegraphic, made at the current rates of Exchange, and addresses in connection with the latter registered Free of Charge through Messrs. HENRY S. KING & CO., 65, Cornhill, London.

LONDON:
HENRY S. KING & CO.

NOTICE.

NOTICE is hereby given that MERWANJEE DADABHOY, of Bombay, Parsee Inhabitant, has contracted TO SELL all that piece of land or ground situate, lying and being without the Fort of Bombay, at Ripon Road or otherwise called by the name of a passage formed by the Lessor Gaeliabhoy Doolabhdas and one Manordas Goverdhandas and named Mohamedan Street, at or in the Hasoo Canoo, in the Registration Subdistrict of Bombay, containing by admeasurement (5555·9 square yards or thereabouts, and bounded as follows:—that is to say on or towards the East by the property of Moorarjee Gopal on or towards the West by Mohamedan Street, Ripon Road, on or towards the North by the property of Jan Mohamad Jusub, and on or towards the South by the property of Hassan Jooma, which said premises are Assessed by the Collector of land Revenue under No. 198 and also Registered in the Books of the Fazeadar under No. 19, and the buildings built on the said premises are Assessed in the Books of the Municipality, under E Ward Nos. 4004, 4005, 4006 and Street Nos. 191, 192, 193, and are now in the occupation of the tenants of the said vendor.

Any person having any right, title or interest in or to the aforesaid properties whether by way of sale, mortgage, lease, gift, inheritance or otherwise should make the same known in writing to us the Undersigned at their Office, No. 28 Medow Street, Fort, within 14 days from the date hereof, otherwise the purchase will be completed without reference to such claim if any such exist.—Dated this 6th day of June, 1905.

MAGONLAL, JEHANGIR AND GULABBHAI,
Purchaser's Attorneys.

FACTS.

STOLBERG-PATHIC EXTERNAL REMEDIES are puzzle to millions they have cured most stubborn complaints after hospitals and the ablest medical men had pronounced incurable and yet these medicines have established radical cures in a very short time, including bad blood poison cases, many operations have been dispensed with, and many a limp saved by the use of these simple and harmless medicines. No purgatives are used, the bowels being regulated by external use of A, B, C, Ointment over the Liver and Abdomen. In case of Paralysis, Epilepsy, bad skin diseases failure are unknown, including elephantiasis or lag leg if the directions given are strictly adhered to.

For particulars apply to
Dr. C. STOLBERG, Specialist,
East Street, Poona.

IF YOU BUY
A REMINGTON
YOU will be Dealing with the Oldest and Largest Typewriter Manufacturers in the world, who, from long experience, know the needs of Typewriter users and know how to supply them.

REMINGTON TYPEWRITER COMPANY,
CALCUTTA and Everywhere

WARDEN & CO.,
BOMBAY.

J. V. NAVLAKHI & Co.,
Cheapest Dealers in
STATIONERY, DRAWING AND PAINTING MATERIALS,
For Art Students, Artists, Engineers, etc.
RUBBER STAMP MAKERS,
KALKADEVI ROAD, BOMBAY

SPECIAL SHORT ADVTS.

Only Advertisements for Clerks, Servants, &c., Houses to Let, and Goods for Sale or Wanted, are accepted in this Column.

RATES.—(Cash only.) Three lines, per insertion. One Rupee. Every additional line, Eight Annas. REPLIES will be sent "BEARING" unless amount to cover postage is previously paid.

ENGLISH-MADE Electro-Plated Presentation Table Lamps, Artistic but not obtrusive, Fitted with globes and chimnies or lace shades, holders and chimnies, From Rs. 18 to Rs. 95 each.—MARQUES & Co., Ld., Jewellers, &c., Bombay and Poona.

MOTOR-CAR SPIRIT—Imported by THE ASIATIC PETROLEUM COMPANY, Limited. Price:—Re. 1 per gallon, ex-Godown at Sewree. Re. 1-4 per gallon, at Parsee Bazaar Street. Agents W. & A. GRAHAM & Co.

WANTED A fully qualified 2nd class ENGINEER and FITTER to take charge of the Sukkur Municipal Water Works and other Engines. The applicant must have a thorough knowledge of the interior or exterior working of the Worthington Engines and all parts connected therewith. Applications with Copies of Certificates (which will not be returned) and previous experience should be submitted to THE ENGINEER and SECRETARY, Sukker Municipality, not later than the 15th June, 1905.

WANTED Intelligent PUPILS for recognised Accountancy and Commercial Examinations of London. Passing guaranteed. Terms moderate. Apply S. B. BILLIMORIA, Public Accountant, 10, Church Gate Street.

WANTED by an EXPERIENCED GRADUATE Students going up for Matric, P. E. or B. A. Examinations to be coached up in English, Mathematics and general subjects. Special Class for select pupils. Apply to Box "No 1234 A." Advt. Dept., "Bombay Gazette."

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Are so moderate that, at usual ages for assurance, Rs. 1,300 or Rs. 1,250 may be secured, from the first, for the yearly payment which would generally elsewhere secure Rs. 1,000 only—the difference of Rs. 200 or Rs. 250 being equivalent to

AN IMMEDIATE AND CERTAIN BONUS OF 20 TO 25 PER CENT.

ILLUSTRATIVE TABLE

SHOWING THE ANNUAL PREMIUM PAYABLE FOR VARIOUS KINDS OF POLICIES WITH PROFITS.

Age next Birthday.	Whole Life Assurances of Rs. 1,000.				Endowment Assurances of Rs. 1,000.			Age next Birthday.
	Whole Life Premiums.	Premiums Limited to			Payable at death, or in			
		10 years.	15 years.	20 years.	15 years.	20 years.	25 years.	
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	
20	21 10	46 8	36 6	30 7	64 5	47 6	37 11	20
21	22 1	49 4	36 14	30 15	64 6	47 8	37 13	21
22	22 9	50 0	37 7	31 7	64 8	47 10	37 15	22
23	23 1	50 12	38 0	31 15	64 9	47 12	38 1	23
24	23 9	51 8	38 10	32 7	64 11	47 14	38 4	24
25	24 2	52 5	39 4	33 0	64 13	48 0	38 7	25
26	24 11	53 2	39 15	33 9	64 15	48 3	38 10	26
27	25 5	54 0	40 10	34 2	65 1	48 6	38 14	27
28	25 15	54 14	41 5	34 12	65 4	48 9	39 2	28
29	26 9	55 13	42 1	35 6	65 7	48 13	39 6	29
30	27 4	56 13	42 13	36 0	65 10	49 0	39 11	30
31	27 15	57 13	43 10	36 11	65 13	49 4	40 0	31
32	28 11	58 14	44 7	37 3	66 0	49 8	40 6	32
33	29 6	59 15	45 4	38 2	66 4	49 13	40 12	33
34	30 6	61 1	46 2	38 15	66 8	50 2	41 3	34
35	31 5	62 4	47 1	39 13	66 13	50 8	41 10	35
36	32 5	63 8	48 0	40 10	67 2	50 14	42 2	36
37	33 5	64 12	49 0	41 9	67 8	51 5	42 11	37
38	34 6	66 1	50 1	42 8	67 14	51 13	43 5	38
39	35 8	67 6	51 3	43 8	68 4	52 5	43 15	39
40	36 11	68 12	52 5	44 9	68 11	52 14	44 10	40
41	38 0	70 3	53 8	45 11	69 3	53 8	45 6	41
42	39 6	71 11	54 12	46 14	69 13	5 8	46 4	42
43	40 13	73 4	56 1	48 2	70 6	55 0	47 3	43
44	42 5	74 13	57 6	49 7	71 0	55 14	48 4	44
45	43 14	76 7	58 13	50 13	71 11	56 13	49 6	45

A PERSON OF 30 may secure Rs. 1,000 at Death by a yearly payment of Rs. 27-4 during The life Premium would generally elsewhere secure Rs. 800 only instead of Rs. 1,000.

OR, if unwilling to burden himself with payments during his whole life, he may secure the same sum of Rs. 1,000 by twenty yearly payments of Rs. 36, being thus free of Premiums before age 50; this premium being about the same as most Offices require during the whole term of life.

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NATIONAL BANK OF INDIA, LD.

SUBSCRIBED CAPITAL...£1,200,000
PAID-UP CAPITAL £600,000
RESERVE FUND.....£500,000

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Lahore,	Bombay,	Colombo,	Zanzibar,
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HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid up Capital	$ 100,00,000
Sterling Reserve Fund	$ 100,00,000
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PAID-UP CAPITAL	,,	18,000,000
ORDINARY RESERVE FUND ..	,,	9,720,000
SPECIAL RESERVE FOR SILVER FUNDS	,,	600,000

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INCORPORATED BY ROYAL CHARTER

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RESERVE FUND.....	£375,000
RESERVE LIABILITY OF SHAREHOLDERS.....	£800,000

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Madras	Bangkok	Shanghai
Rangoon	Batavia	Tientsin
Colombo	Sourabaya	Hankow
Penang	Manila	Yokohama
Thaiping	Cebu (Philippines)	Kobe
Medan, Deli (Sumatra)		New York

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GOVERNMENT SECURITIES, STOCKS and SHARES bought and sold on account of clients and also received for safe custody and collection of interest and Dividends when due.

FIXED DEPOSITS are received for twelve months and shorter perfods at rates to be ascertained on application.

GEORGE MILLER,
Acting Agent.
Esplanade Road, Bombay.

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RIFLE AND ROMANCE.

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13 years of

INDIAN JUNGLE LIFE,

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CAPTAIN A. L. R. GLASFURD,
Indian Army.

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MALABAR HILL, BOMBAY.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, June, 3, 1905.)

HOME DEPARTMENT.

Mr R Burn of the Indian Civil Service Editor of the Imperial Gazetteer for India is appointed to be Director of Ethnography for India during the absence on leave of Mr H H Risley C S I C I E or until further orders.

The Govr Gen in Council is pleased to sanction the admission to the 3rd class of the Civil Division of the Indian Order of Merit of Private Shaikh Rahiman IV of the 117th Mahrattas for conspicuous bravery displayed by him at Saifulla Killa Zhob on the 26th Dec 1901 in pursuing and capturing and escaped murderer who was armed with a loaded rifle and who had already wounded him.

Captain W G Liston M D I M S is placed on special duty under the orders of the Sanitary Comr with the Govt of India with effect from the 15th May.

The services of Capt E G Bromhead 1st Battn 2nd Gurkha Rifles are placed at the disposal of the Hon the Chief Comr of Assam for employment as Asst Commandant Lushai Hill Military Police Battn.

DEPARTMENT OF REVENUE AND AGRICULTURE
(CIVIL WORKS).

Mr A C Crampton Exec Eng 1st grade Burma is at his own request permitted to retire from the service of Govt with effect from 5th June under the provisions of Article 441 (c) of the Civil Service Regulations.

FOREIGN DEPARTMENT.

Capt H E Browne Asst Inspecting Officer is appointed to officiate as inspecting Officer of the Punjab Imperial Service Infy in addition to his own duties with effect from the 30th May and during the absence on leave of Major J Hill or until further orders.

Capt D H Cameron Adjt of the Imperial Cadet Corps is appointed to officiate as Commandant with effect from the 1st June during the absence on leave of Major W A Watson or until further orders.

Capt J C D Pinney, Squadron Commander 38th Central India Horse is appointed to officiate as Adjt of the Imperial Cadet Corps with effect from the 1st June vice Capt D H Cameron.

The undermentioned officer has been selected as a probationer for the Political Dept of the Govt of India and is placed temporarily under the orders of the Political Resident in the Persian Gulf, with effect from the 26th May. Lieut C H Gabriel Indian Army.

Major C T Ducat, officiating Political Agent of the 4th class is granted privilege leave for three months with effect from the 1st May combined with furlough for nine months under Articles 233 and 808 (b) of the Civil Service Regulations.

Capt S G Knox an officiating Political Agent of the 4th class is granted privilege leave for two months and twenty-four days with effect from the 24th May.

Asst Surg Shaikh Muhammad Hussain His Britannic Majesty's Vice Consul at Jeddah is granted privilege leave for three months with effect from the 4th June.

Mr C C Watson an officiating Political Asst of the 1st class is granted privilege leave for two months and twenty-five days with effect from the 13th May combined with special leave for three months and five days under Articles 233 and 316 of the Civil Service Regulations.

With the sanction of H M's Govt the Govr-Genl in Council is pleased to recognise the appointment of Signor Terruzzi Vice-Consul for Italy at Aden.

Subject to the confirmation of H M's Govt the Govr-Genl in Council is pleased to recognise the appointment of Mr Martin Cohen as Commercial Agent for Brazil at Bombay.

MILITARY DEPARTMENT.

The undermentioned officers are admitted to the India Army with effect from the dates specified subject to confirmation by the Secretary of State for India—Lieut Alan Fleming 1 artley 1st Battn Druham Light Infy Squadron Officer 11th Prince of Wales's Own Lancers Probyn's Horse 10th May.

Second Lieuts—Duncan McLauchlan Slater 1st Battn Royal Scots Fusiliers Double Co officer 77th Moplah Rifles—9th May and Thomas Burrell Skinner 1st Battn West Riding Regt attached as a supernumerary to the 2nd Battn West Riding Regt Double Co officer 77th Moplah Rifles—11th May Second Lieut Slater is promoted to the rank of Lieut in the Indian Army subject to H M's approval with effect from the 9th May.

The undermentioned officer of the Unattched List is admitted to the Indian Army with effect from the date specified subject to confirmation by the Secy of State for India—Second Lieut Gerald Travers Drake Brockman—28th March.

INDIAN ARMY.

The following promotions are made subject to H M's approval—Brevet—To be Cols—29th May Lieutt Col E H Rivett Carnac 8th Cavalry; 11th June 1905—Lieut Col A E P Burn 33rd Punjabis.

Major to be Lieut Col—8th May 1905—H F Loch 1st Brahmans.

Second Lieutts to be Lieutts 1st June 1903—J H Mc Cudden 107th Baluch Light Infy; 6th March C T Davis 107th Pioneers; 3rd April W I ent 103rd Mehratta Light Infy, 12th April, A H R Dood 17th Cavalry; 21st April; J G G Ranking 46th Punjabis, R Barnail 74th Punjabis, J G Rae 123rd Outram's Rifles, W G Palmer 113th Infy, C M Thompson 82nd Punjabis, G B S Lewis 37th Dogras, O C Ward 112th Infy, J G Lecky 119th Infy The Mooltan Regt, H F Dill 129th Duke of Connaught's Own Baluchis, T H Stainton 119th Infy The Mooltan Regt, R B Boyce 12th Pioneers The Kelat i Ghilzai Regt, I D M Hogg The 101st Grenadiers, J O Airy 114th Mahrattas, R D O Hill 2nd Prince of Wales's Own Gurkha Rifles The Sirmoor Rifles, 28th April 1905—B M Carrol 87th Punjabis, A M Hutchins 23rd Carnatic Infy A H Burnett The 101st Grenadiers, A H Parsons 9th Gurkha Rifles.

HOME REMITTANCES.

The Treasury Calcutta, 27th May, 1905.

The weekly Memorandum of Remittances to the Home Treasury by means of Council Bills:—

1	Amount to be remitted during 1905-06.....	£16,500,000
2	Remitted from 1st April 1905 to 27th May 1905 by Council Bills.....	£2,253,323
	By Gold...	Nil
3	Balance to be remitted from 28th May 1905 to 31st March 1906.....	£14,246,677

GOOD Americans should pray that their Ambassadors become not as the spoiled children of diplomacy. Their representatives are certainly feted more than those of any other nation. Following upon the brilliant instance of Mr. Choate in London comes that of Gen. Porter in Paris, whose departure has been signalised by two of the most splendid banquets of the French season. On Wednesday night, he was the guest of the American Colony and three French Cabinet Ministers sat at the chief table, although Gen. Porter had previously been entertained by the Government. If for nothing else, the banquet would have been a distinguished event for its floral display, which probably exceeded in magnificence anything seen in Paris during the present spring. It was not merely that fine roses and costly plants decorated the tables. They embowered all the pictures, filled every nook and cranny, and simply made the entire hall a blaze of bloom, perfume, and verdure.

SHIPPING INTELLIGENCE.

THE steamer Vimeira 1745 tons, Captain C Howat from Akyab 20th May, with a cargo of rice and cotton.

THE steamer Clan Urquhart, 3 757 tons, Captain J A McPherson, will sail to day for Liverpool with a general cargo.

THE P and O S N Co's steamer Tientsin, 2 555 tons Captain F E Andrews, will sail to-day for Shanghai with a general cargo.

THE steamer Sega, 699 tons, Captain Arel Moe arrived in harbour yesterday from Bangkok, 5th May with a cargo of timber.

THE steamer Florican, 2,381 tons Captain A Work, arrived in harbour yesterday from Calcutta 24th May, with a cargo of coal.

THE Hansa Line steamer Drachenfels, 4704 tons, Captain J Lintig arrived in harbour on the 4th instant from Calcutta in ballast.

THE B. I. S. N. Co's steamer Obra, 8496 tons, Captain T. Johnston arrived in harbour yesterday from Calcutta 24th May with a cargo of coal and 5 deck passengers.

THE Florio Rubattino S N Co's steamer D Balduino, 3044 tons Captain D A Antonio, which arrived in harbour on Sunday from Genoa 18th May, brought a general cargo and passengers.

THE B I S N Co's steamer Africa 1,301 tons, Captain R S G Butler, will sail to-day for the Persian Gulf via Karachee, with a general cargo, and Lieut.-Lynch, four natives and 120 deck passengers.

THE B I S Co's steamer Dumra, 732 tons Captain M G Williams, arrived in harbour on Sunday from Bussrah 28th May via Karachi, with a general cargo, Mr Richardson as cabin and 98 deck passengers.

THE Anchor Line steamer Massilia 3,250 tons, Captain J Thomson will sail to-day for Marseilles Liverpool etc with a general cargo and the following passengers:—For Marseilles Mr and Mrs O. Knapp. For London Mr and Mrs A Pell, Mr and Mrs Pilkington, and Captain and Mrs Crafton Young. For Liverpool Miss Birt, Mrs Church and infant, Mr P F J Creaghe, Miss Hepworth, Miss E Hepwort Rev King, Mrs McMonemy and infant. For Port Said two deck.

ARRIVAL OF THE CHINA AND AUSTRALIAN MAILS.

THE P. and O. Company's steamer Chusan, 2852 tons, Captain H. W. Kenrick, arrived in harbour on Sunday from Shanghai via intermediate ports with China and Australian mails, a general cargo and the following passengers:—Mr, R. Dharamsi, Lieutenant Leckie, Mr. and Mrs. Savage, and 2 children, Mr. and Mrs. J. Heaton, Major and Mrs. Chapman, Professor W. H. Sharp, Miss B. Rice, Mr. A. C. L. Wilkinson, Mrs. Gasper, Mr. A. W. and Mrs. and Miss Thomas, Colonel Roussel, Major Ward, Mr. Gore, Mr. Livingston, Mr. Mountain, Mr. C. H. McDougall, Mr. P. Firth, Mr. and Mrs. L. C. Hoote and one deck.

THE British steamer Panca, on her way from Bombay to Kobe with a cargo of raw cotton, was stranded on 7th ult. on Futaoi Island, near Mutsure. A large hole was made on the water-line at the bow. To lighten her a portion of the cargo was thrown overboard, and the steamer was refloated, whereupon she continued her voyage to Kobe where she arrived yesterday.

MEN-OF-WAR AND ROYAL INDIAN MARINE SHIPS.

In the Stream.

H S M S Dufferin .....Comdr A J G Piffard .....R J M
R I M S Canning.....Comdr A J Marshall.....R I Marine

IN GOVT. DOCKYARD.

R I M S Investigator.Comdr H M Heming...Surveyi Steamer
R I M S Elphinston..Lt Comdr A S Balfour.....R I Marine
R I M S Comet ...Lieut Comdr A Hamilton .....R I Marine
Three Torpedo Boats.....

VESSELS IN THE HARBOUR.—JUNE 5.

Vessel.	Ton.	Capt.	Destination.	Date.	Agent.
India	2591	Forbes			M M & Co
Eden (bque)	414	Souton			The Captain
Alavia	2974	Pigot			S Tajbhoy
Suradis	2400	Englcd			M Mackenzie & Co
Husheml	2179	Molony			B & I S N Co
Shahnoor	2198	Davison			E Tajbhoy
Idar	2616	Milne			K Nixon & Co
Nasir	941	Collier	Calcutta		T Morrison & Co
Coromandel	2788	Moulford	China		B & P & O Co
Gymeric	2598	Thomson			K Nixon & Co
Brandenfels	1,6	Tapa			
Urada	3382	Shelbrick			M M & Co
Hydra	831	Kendren			F M & Co
Warora	2565	Peck			M M & Co
Rance	3634	Coiran			T M & Co
Scindia	2050	Hawkes			M M & Co
Peninsular	2420		Paluer		P & O Co
Anchen Crg	254		Reid		
Vadala	2164	Skilton			M M & Co
Clan Lindsay	2499		Mcmahon		F M & Co
Vimeira	1745		Howat		W & A Graham & Co
Obra	3496		Johnston		M M & Co
Saga	699		Moe		Campbell & Co
Chusan	2852		Kenrick		P & O Co
Florican	2381		Work		Cary Bros

ARRIVALS.

June	Vessel.	Commander.	From.
4	Drachenfels s	Lintag	Calcutta, June 4
	Vimeira s	Howat	Akyab, May 20
5	Obra s	Johnston	Calcutta, May 24
	Saga s	Moe	Bangkok, May 5
	Chusan s	Kinrick	Shanghai, May 16
	Torican s	Work	Calcutta, May 24

DEPARTURES.

June	Vessel.	Commander.	Destination.
5	Sultan s	Burmeister	Zanzibar, &c
	Onda s	Alton	Calcutta

The following vessels obtained their port clearances yesterday:—

Steamer Africa, Butler, Persian Gulf
,, Tientsin, Andrews, Shanghai
,, Massilia, Thomson, Liverpool, &c
,, Clan Urquhart, McPherson, Liverpool

The following vessels entered for loading yesterday:—

Steamer Dumra, for Persian Gulf
,, Drachenfels, for Hamburg and Bremen
,, Union Ia Digue, for Seychelles
,, Leo Balduino, for Genoa, &c

MADRAS.

ARRIVALS.

May	Vessel.	From
1	Forest Castle	Calcutta
2	Linduia	Chittagong
2	Don of Airlie	London
3	Tresta	Straits
3	Rajput	Calcutta
25	Warconga	Rangoon
28	Clan Farquhar	Coast
31	Zamania	Rangoon

REUTER'S TELEGRAMS.

STEAMER MOVEMENTS.

The Clan Line steamer Clan Mackinnon, arrived at Suez on the morning of the 3rd instant.

The B I S N Co's steamer Goorkha, left Marseilles homewards on the morning of the 3rd instant.

COLOMBO, JUNE 4.

The P and O steamer Mazagon, left here this morning due Bombay at 10 a.m. on Thursday the 8th instant.

HONGKONG, JUNE 3.

The P and O steamer Malta, left here this afternoon.

The Austrian Lloyd's steamer Austria, left Trieste for Bombay via Karachi on the 27th ultimo and is expected here about the 20th instant.

DAILY EXPORTS.—JUNE 5.

FOR LIVERPOOL.

Clan Urquhart s—25 bales wool W and A Graham and Co; 83 bales wool H A M Oceman; 100 bales cotton Gaddum and Co; 45 bales wool J Karra; 41 bales wool N Goculdas.

Massilia s—24 bales wool S Janmahomed; 23 bales goat hair and 10 bales wool H M Abbs.

FOR LONDON.

Persia s—6 cases brassware &c L B Bhootwalla; 26 bales hides B Esmail; 4 cwt condiments Merwanji Poonjabjee and Sons; 132 cwt condiments N R Juseswalla; 625 cwt cottonseed Ralli Bros; 63 cwt fishmaws R Dhanjee and Co; 520 cwt myrabollams David Sassoon and Co; 22 bales skins E Sewjee; 20 bales skins R M Kooka; 433 bales skins and 12 bales carpets W and A Graham and Co; 159 cwt condiments H Mancherjee and Sons 126 cwt chutney Framjee Nowrojee; 5 cases gunja K B Sajan; 30 cwt deer horns K B Sajan; 56 cwt old rubber M Somjee; 84 bales hids and skins W and A Graham and Co.

FOR NEW YORK.

Persia s—5 bales carpets Fleming Shaw and and Co; 3 bales wool and 12 bales goat hair Allimahomed and Co,

FOR MARSEILLES.

Kt Bachelor s—2 bales silk waste M A Patharia; 12000 cwt wheat Ralli Bros

Clan Ro ertso s—45000 cwt wheat Ralli Bros,

Massilia s—3 bales piece goods The Svadeshi Mills Co,

FOR BARCELONA.

Massilia s—200 bales cotton Ralli Bros,

FOR HULL.

Baron Innerdale s—4000 cwt cottonseed and 375 cwt myrabollams W Becher 256 cwt cottonseed M Natansi,

FOR GENOA.

Stanley Hall s—230 bales cotton J A Begbie and Co; 212 cwt myrabollams W Becher,

D Balduino s 60 tons old iron M Tajbhoy; 125 tons old iron Nusserwanjee Bros and Co.

FOR KOBE.

Alavia s—4000 cwt barley Nusserwanjee Bros and Co,

COMMERCIAL INTELLIGENCE

LONDON, JUNE 3.

SECURITIES—

2 1-2 per cent. Consols	90 1/2	=	— 1/16
3 do. Rentes	89 3/4	=	unchanged
3 1-2 do. Indian Sterling Loan.....	106	=	do
3 1-2 per cent. Indian Enfaced Rupee Paper	85 12/16	=	do

SILVER—

Spot in London	26 7/16	=	do
2 months hence	26 1/4	=	do
Spot in New York.....	57 3/8	=	do

EXCHANGES—

Paris cheques	25·19 1/2	=	+ 1/2
Berlin ,, ...	...	=	...
New York Demand	4·87	=	unchanged

DISCOUNTS—

Bank of England.....	2 1/2 per cent	=	unchanged
3 months sight Bank bills ...	2 1/8 per cent	=	
3 ,, ,, ,, ..	2 1/8 per cent	=	
3 ,, ,, Fine Trade Bills	2 3/8 per cent	=	
3 months sight Fine Trade Bills	2 5/8 per cent	=	

INTEREST—

Day to day loans.....	1 1/4 per cent	=	— 1/8
7 day market loans.....	1 3/4 per cent	=	unchanged

Extra Council Bills allotments on Calcutta, Rs. 6,20,000 at 1s. 4d.

SUGAR—

German granulated 1st marks 13/12 sellers, tone steady.

RUBBER—

Para Rubber 5s 8 1/4d buyers

WHEAT—

Red Karachi 29 1/2 done tone quiet

COFFEE—

Coffee in New York, 7 7/8 unchanged

In Liverpool.—Cotton Market closed quiet, East Indian quiet, Manchester firm. Total sales 6,000 bales. Spot 4·60 — 10. Egyptian F. G. F. Brown 7 3-16 unchgd. Sold on speculation and for Export 500 bales. Imports 22,000 bales. Futures closed quiet,

June-July	July-Aug.	Aug.-Sept.
4·46	4·47	4·46
—10	—10	—9
Sep.-Oct.	Oct.-Nov.	Nov.-Dec
4·46	4·46	4·46
—9	—9	—9
Dec.-Jar.	Jan.-Feb.	Feb.-Mar
4·47	4·46	4·49
—8	—8	—8

Receipts at U S Ports.....	26,000 bales
Do last year	1,900 do
Exports to Great Britain	10,000 do
Do do Continent.....	1,600 do

IN NEW YORK—

Spot.....	3·50	— unchgd
Futures, month of July.....	7·98	— 33 a
Do. do. December....	8·19	— 13 b

a Declined owing to bear pressure and bulls unloading.
b Declined early but later tended to advance as daily weather reports indicate need of moisture.

IN NEW ORLEANS—

Spot	8 3/8 — 1/8
Futures, month of	Holiday
Do, do, ...	do
Tone at close	barely do
Stock in London	12,000 bales
Total visible supply	2,860,000 ,,
Quantity in sight	12,300,000 ,,

Arrivals of Cotton, Wheat and Seeds into Bombay, for the 24 hours ending at 6 p. m., on Saturday, 3rd June 1905:—

Cotton.....	10,318 bales.
Wheat.....	41,753 cwts.
Linseed	22,181 do
Rape, Rai and Mustard.....	2,649 do
Gingellyseed	233 do
Poppyseed	2,329 do
Groundnuts.....	814 do
Castorseed	1,513 do
Rice	7,879 do
Myrabollams	336 do
Cottonseed	21,607 do
Muwaseed.....	393 do
Gram.....	5,786 do
Joowar	9,007 do
Maize	nil

BOMBAY, JUNE 5.

EXCHANGE—Tone firmer.

Bank T. T.	...	...	1s. 4d.
Bank Demand	...	...	1s. 4d
Credit Bills 3 Months Sight D.A.			1s. 4 5-32d.
Do. do do.	do.	...	1s. 4 1-4d.
French Francs 3 do.	do.	...	179 3-4
Marcks 3 do.	do.	...	133 1-2
Hongkong 30 Days Sight		...	135
Shanghai 30	do.	...	102
Japan 30	do.	...	149

GOVERNMENT PAPER.—3 1/2 per cent. Tone steady.

Cash	98·10
1st Settlement	99 9

Money Market. Tone quiet.

BANK RATE—

Bank of England since	9th March	2 1-2 per cent.
Bank of Bengal do.	27th April	4 do.
Bank of Madras do.	1st June	6 do.

SEEDS.

LINSEED—Tone steady.

	Rs. a. p.
Ready	7 10 0
Forward September	7 15 6

RAPESEED—Tone steady.

Brown Cawnpore, Ready ...	6 10 0 to 6 11 0
Yellow Cawnpore, Ready	7 4 0

POPPYSEED—Tone quiet.

Ready	8 1 0

CASTORSEED—Tone steady.

Ready	29 0 0

WHEAT.—Tone steady.

White Delhi ready ...	4 10 0 per cwt.
Do. Do forward ..	4 10 0 do.
Jubbulpore Pessi ...	32 0 0 per candy

LIVERPOOL OPENING TELEGRAM.

Tone—quiet but steady.

Estimated sales.....	8,000 bales
Imports	29 000 ,,

June-July	July-Aug	Aug.-Sept
4·19	4·20	4·41
+3	+3	+3
Sept.-Oct	Oct.-Nov	Nov-Dec.
4 49	4·49	4·49
+3	+3	+3
Dec-Jan.	Jan Feb	Feb-March.
4·50	4·51	4·52
+3	+3	+3

COTTON.—The market is quiet, and the enquiry limited all round. Buyers are asking for concessions and sellers have, so far, not responded to the extent demanded.

New crop opened quiets at Rs. 231 1/2 for Good Broach, but after receipt of the Liverpool opener, the rate advanced Re. 1.

Official quotations of the Bombay Cotton Trade Association, Limited:—

Bengal, H.-G. (Ry. terms) ...	...	176 168	...
Bengals M. G. (Ry. terms) ..	...	185 176	...
Sind-Punjab (M.-G) ...	...	184 174	...
Oomrawutte (descriptions) M.-G.	...	192 185	...
Khandeish, (M.-G.) ...	...	181 175	
Julgaum (M.-G.) ...	...	183 177	
Khamgaum, fair staple (M.-G.)			
Karanja do. (M.-G)		193 188	...
Akola do. M. G.)			
Comra good staple (M.-G.)...	...	193 ...	
Dhamongaum Poolgaum (M.-G.)	...	193 190	...
Nagpur Kamptee (M.-G.) ...	...	200 194	...
Broach (M.-G.) ...	...	214 210	205
Chowgugger (M.-G.) ...	...	199 192	...
Do (H.-G.) ...	...	195 189	181
Dharwar (S.-G.)...	...	...	211
Westerns	...	...	194

COMMERCIAL AND FINANCIAL NEWS.

LONDON, JUNE 3.

The Liverpool Cotton Market closed.....	quiet
Surats	quiet
Good Bhowsungger	4 2/32
The Manchester Market has been.....	firm
2 1/2 per cent Consols.....	90 1/2ex.
3 per cent Rentes.....	99 3/4
3 1/2 per cent Sterling Loan...	106
3 1/2 per cent Rupee Papers	65 13/16
Bar silver	26 7/16

BANK OF BOMBAY.

THE following is the statement of the affairs of the Bank of Bombay, for the week ending the 27th May on compared with the statement of the 3rd June:—

LIABILITIES.	May 27. Rs.	June 3. Rs.
Capital	1,00,00,000	1,00,00,000
Reserve Fund	84,00,000	84,00,000
Public Deposits at Head Office.....	68,01,051	1,04,09,039
Public Deposits at Branches	82,42,212	35,02,331
Other Deposits	6,04,27,507	6,07,00,083
Post Bills.....	15,729	15,722
Bundries	23,57,267	21,31,936
Rs..	9,62,43,742	9,45,19,161
ASSETS.		
Government Securities.....	1,10,93,614	98,76,467
Other authorised Securities	33,08,765	32,97,635
Credits on Govt. and other authorised Securities.....	1,21,30,014	1,21,63,106
Loans do. do.	1,00,92,256	1,00,60,788
Bills discounted and purchased.....	3,48,50,090	3,21,15,966
Dead Stock.....	2,88,120	2,86,120
Stamps and Stationery.....	3,561	3,514
Balances with other Banks	8,20,452	3,92,023
Sundries	3,34,938	3,96,492
Cash	2,33,33,023	2,55,27,245
Rs.	9,62,43,742	9,45,19,161

Biliousness is only another name for clogged or sluggish liver caused by rich food, or by eating too much meat, or by taking too little exercise. It is a common complaint in this country, but can be quickly remedied by stimulating the flow of bile, which softens the mass, so that the poisons are carried out of the system, and the liver bowels relieved and toned up, and thus get at the first cause of liver trouble and biliousness. Doan's Dinner Pills are an effective and safe medicine for the liver and bowels, and are purely vegetable. They are sold by all Chemists.

DOMESTIC OCCURRENCES.

THE Charge for Announcements of BIRTHS, MARRIAGES, DEATH and MEMORIAM Notices (which must be authenticated by the name and address of the sender) is Rs. 2 for six lines or less, and 8 as. for every additional lines. CASH strictly in ADVANCE.

KOLHAPUR.

DEATH.

YOUNG—June 4, at Kolhapur, Norah Violet, the only daughter of Frederick and Emma Young, aged 5½ years.

OTHER PRESIDENCIES.

MARRIAGE.

REID—CRAWFORD—May 22, at Christ Church, Mussoorie, by the Rev Leonard Klugh, Donald James Reid of Belsund, Mozufferpore, to Annie Odaina, third daughter of the late Henry Crawford, of Liverpool.

DEATHS.

BROWNE—May 30, at Srinagar, Jessie, the beloved wife of Dr Arthur H Browne, C M S, Amritsar.

O'GORMAN—May 27, at Mussoorie, of influenza, Mary the beloved wife of Major C O'Gorman, Retired List—R I P.

IN THE EVENT OF GOUT,

Constipation, Liver Complaint, Diabetes, Rheumatism or any complaint of which uric acid is the primary cause.

KEMP'S CARLSAL

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Sun rises 5h. 22m. Sun sets 6h. 35 n. High water, 0-42m. 1-39a. Low water, 6-42 n. 7-41a.

Association Football: Rovers vs. Parel Gymkhana.

POLO.—There will be a game at 5-15 p.m. to-day.

HOUSE BREAKING AND THEFT.—Sadashive Bapoo, a Hindu residing at Ghogaree, in Girgaum, informed the police that his house was broken into, during Saturday night, and ornaments of the value of Rs. 1 290 were stolen from a box.

POSTAL NOTICE.—Mails for Natal, Cape Colony, Delagoa Bay and other places in South Africa per extra s.s. Panj

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(Amateur Jockey, Owner, and Trainer.)

H. R. SARGENT

(Author of "Thoughts upon Sport," "Sport, a National Benefactor," &c.)

FIRST APPEARED IN THE "BOMBAY GAZETTE" OF MAY 22.

SECOND APPEARED ON MAY, 29TH.

THIRD APPEARED ON JUNE 5TH.

FOURTH WILL APPEAR ON JUNE 12TH.

THE TURF AND ITS CHIEF CHARACTERISTICS.

TO meet the demand for high class articles on the Turf, made by the general public as apart from the racing-man, we have arranged for a series of anecdotal and informing contributions. These are concerned with anecdote and reminiscence rather than with racing form, and emphatically deprecate that type of gambling which has attached itself to the noblest of sports. The following programme shows the open, healthy nature of the series, and the authors' names are guarantees of thoroughly popular and high-class treatment.

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1. The Jockey Club—How it is Managed, and how it Manages Racing by .....Frederick Adye
2. A Panorama of the Turf (Professional Racing Folk), by.....E. H. Cooper
3. Racehorses and their Owners...by Frederick Adye
4. Trainers and Jockeys—Some Reminiscences by.....E.W. F. Castleman
5. The Sportsman—The Man who Loves Racing by .....E. H. Cooper
6. The Gambler—Showing the evil result of the excitement of Betting on the Course, by.....E. H. Cooper
7. Steeplechasing and Steeplechasers .....by H. R. Sargent

By one who has seen many great Races and knows the foremost riders of the day.

8. Racing as a National Sport.....by Frederick Adye

TO PRINTERS.—FOR SALE a CROWN FOLIO TREADLE MACHINE (by Harrold of London a fairly good condition. For particulars apply to the "SUPERINTENDENT" Bombay Gazette," Bombay.

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NOTICE TO CORRESPONDENTS.

*** All communications intended for publication in our columns must be addressed to THE EDITOR and not to any individual member of the staff.

The Bombay Gazette

TUESDAY, JUNE 6, 1905.

INDIAN RAILWAYS IN 1904.

THE Railway Board's report on the administration of the lines in India for the year 1904 is a much more practical looking document than any former reports dealing with communications in this country. To begin with they have struck out a dozen appendices, and beyond that, they have said what they have to say in as few words as possible—a noteworthy innovation in official documents. They have introduced one new appendix—one of purely academic interest to the Railway world—showing the comparison of the division of working expenses on the principal railways for goods and passengers proportionately for receipts, ton-miles and train-miles of each. During the year 1904, it is shown six hundred and twenty-one miles of line were opened to traffic, bringing up the total mileage to 27,565 of which 14,733 are of the standard gauge, 11,552 metre gauge and 1,270 narrow gauges. Progress was not arrested at the time the report was prepared, and we find that by the end of April of the present year, lines open measured 27,904, while those under construction and sanctioned were 3,055 miles. The capital outlay on open lines and lines partly open is set down at Rs. 35,285,95,000 and that on lines wholly under construction to Rs. 261,91,000. In addition a sum of Rs. 88,36,000 was incurred on miscellaneous items connected with railways, making the total outlay Rs. 35,636,22,000. During the present official year provision for a further expenditure of Rs. 1,250,000 has been made. The improvements made are briefly set forth and we learn that in the past year 130 engines, 337 coaches and 4,868 wagons were added to the rolling-stock of the Railways, and there are now under supply 360 engines, 1,408 couches and 4,376 wagons, further 103 engines, 165 couches and 2,026 wagons being authorised up to the end of December last. Automatic brakes have been fitted to vast numbers of rolling stock of all sorts, and many stations fitted with apparatus for interlocking points and signals, and progress in the introduction of automatic instruments for signalling trains between stations continues.

The net earnings of the Railways amounted to Rs. 2,087,47,000, a hundred and ninety-seven and three-quarter lakhs in excess of the previous year, these net earnings yielding a return on the capital outlay on open lines and lines partly open of nearly six per cent, about one-half per cent. better than in the previous twelve months. Towards the improvement the North-Western and East Indian were the principal contributors; the others who assisted in greater or less degree being the Bengal Nagpur, Great Indian Peninsula, Madras, Burma and Southern Mahratta Railways. Statistics show that the Indian lines carried over two hundred and twenty-seven millions of passengers, seven millions more than in the previous year, the G. I. P. R. taking the lead. The average rate charged to passengers per mile was two and a half pies—just over one-fifth of a penny, and the average distance travelled was about forty miles. The aggregate weight of goods hauled on the lines is set down at over fifty-two million tons, valued at Rs. 2,518,81,000. Large increases were noticeable in various commodities, especially in grain and pulse owing to plentiful crops and good demand, oil seeds and most prominently in coal. It is recorded that during the year the output of coal rose from roughly seven and-a-half million tons to eight and-a-quarter. The Railways consumed two-and-a-half million tons and the improvement in the traffic in coal carried by Railways is shown to have been due principally to the increase of six hundred and four thousand recorded by the East Indian Railway owing to larger despatches from colliery stations for foreign railways and for export. On the Bengal-Nagpur Railway the quantity carried increased by 106 thousand tons, but the earnings were less by over a lakh of rupees. The increase in weight is partly accounted for by heavy consumption on railways and by private factories and partly by greater demand in Calcutta for shipment, while the increase in earnings occurred because the Bengal-Nagpur Railway were not permitted to quote below Government minimum rates, and consequently the Radhanagur coal for export was carried over the East Indian Railway route via Asansol.

The additional mileage worked, the larger traffic handled and the increase in the train-mileage run necessitated a corresponding increase in the working expenses and, though large sums were expended by the principal Railways in renewing their permanent way and rolling stock and in strengthening bridges and repairing damages caused by floods, the Railways were worked during 1904 at a slightly lower percentage of gross earnings—a quarter per cent. as compared with the previous year. The financial results to the State of the working of State and Guaranteed Railways was a net gain of over 263 lakhs, the largest yet obtained in any year, after meeting, in addition to the expenses of working, all charges for interest on capital outlay by the State and on capital raised by Companies and also the annuity payments for Railways purchased by the State, including both interest and the portion that represents redemption of capital. This is the fifth year in which there has been a surplus. The two Guaranteed Railways together the B. B. and C. I. and the Madras Railway resulted in a net loss to the State of over twenty-one lakhs of rupees, such being the difference made by Governments paying a higher rate than was earned. The statement is a trifle misleading, for we find that whereas the loss of the Madras Railway was nearly twenty-three lakhs, the B. B. and C. I. brought in a surplus of over a lakh and a half. Among the important works completed during the year mention is made of the new station at Church-Gate-street, four new stations on the G. I. P. the construction of carriage and wagon-shed, the building of a long bridge and a new junction on the E.I.R., of a jetty at Chittagong and the completion of the Borogh tunnel, the second longest in India, on the Kalka-Simla Railway. The list of principal events makes first mention of the constitution of a Railway Board, the improvement of third-class accommodation and the purchase schemes of the Bengal Central Railway and sundry other lines in Bengal.

DAIRIES IN AUSTRALIA.

A GOOD dairy farm is said to be a more certain, if less exciting source of wealth in Australia than a rich gold mine. This says much for the skill and industry of the dairy farmer out there, and for the expansion of the butter and cheese trade which began with small experimental shipments of butter to London forty years ago. It was even then found to be as good as the finest Normandy produce, but the price was too high to gain it a market, for the freight was a heavy item and cold storage was almost unknown on steamers or sailing vessels. This made the regular export of butter impracticable. The moment these two difficulties were overcome, the dairy farm industry expanded like a balloon, first in New South Wales and Victoria and later in Queensland, which can boast of thousands of square miles of land suitable for dairy purposes. By 1903, the Commonwealth counted 1,270,700 cows, most of them in the abovementioned States. The value of the milk, butter and cheese offered for home and foreign consumption that year was over five and a half millions sterling. Over one hundred and a half million pounds of golden butter were made, and more than thirteen and a half million pounds of cheese. The Commonwealth itself consumed somewhat less than two-thirds of the butter produced and six-sevenths of the cheese, the rest was exported. The next year the amount made of both items enormously increased and this year the record should show still larger figures particularly in Queensland where soil, climate and rainfall seem particularly suitable for dairy cattle. In ten years the increase there in butter production was over eight hundred fold and in the other States it varied from forty fold to twenty-five times the amount made twelve years previously. The New South Wales coastal districts are said to be some of the finest in the world for dairy purposes, the cattle there reared being plump, sleek and yielders of butter that competes successfully with French and Danish produce. The co-operative system works well and on a large scale in Australia. The dairy farmers provide the creameries and butter factories with milk on certain terms arranged periodically, and they have a share, moreover in the profits made on the butter and cheese sold. The skim milk feeds pigs. Very little artifical food is required for the cattle in the rich natural pasture lands of the Commonwealth

THE ENGLISH BUTTER BILL.

JUDGING from the correspondence that has taken place in the home papers lately, the retail butter dealers are uneasy about the fate of the proposed Butter Bill. The retailer apparently sees in the Bill an opportunity for covertly dealing a blow at a development of the butter trade with which he is out of sympathy. There have been placed on the market in recent times various manipulated butters whose flavour the public rather like, and the demand for which is large enough to affect appreciably the more profitable trade in ordinary butters. On these manipulated butters the profit is small. But it is not this point which the retailer puts directly to the front; he says that the public are not getting what they ought to have when they buy these butters, and it is ostensibly in the public interest that he demands more legislation The degrees of moisture in these fancy butters is the great point of controversy. By Act of Parliament the amount of moisture permissible in the ordinary butter is limited to 16 per cent. Irish salt firkin butter is alone exempt. Because of the heavy use of brine in its making a higher limit is allowed. But it is permissible to sell manipulated butters containing as much as 25 per cent of moisture, provided that a declaration is made by the seller as to their character, and various manufacturers, taking advantage of this opening, import Colonial butter, freshen it by adding milk, and sell it with the added moisture as milk-blended butter. If the Butter Bill is passed, as it stands, this branch of the trade will be knocked on the head. The chief argument against milk-blended butter is that the public, while buying what they believe to be butter, buy really an extraordinary proportion of water. But the obvious reply of the manufacturer of milk-blended butter is that the public know from the declaration exactly what they are buying, and are not defrauded in any way. The chief feature of the Bill is that it practically provides that everything to which the name of butter is applied must be subject to the 16 per cent moisture limitation.

THE BALTIC AND BLACK SEA CANAL

THE "Kolnische Zeitung" thus speaks of this work: "A project which was considered impossible in peace time is on the point of being carried out, thanks to the Russian want of success in the Far East." The Russian Government has gone into the plan formed by a Belgian, M. Gustave Defosse, to connect Kherson with Riga. The Financial Minister of Russia, M. Kokowzow, is to beg of the Tsar to name a commission to prepare the necessary treaties. M. de Witte had always fought against this idea fearing competition with the railways. The question of the passage of the Dardanelles, quite recently before the public, contributed to hasten the solution of the great problem. Russia has long wanted a way to the Ocean for her Black Sea Fleet. The projected canal will allow the largest trans-Atlantic liners to go through it at a rate of eight knots. The whole journey, 1,600 kilometres (960 miles), will be made by electric traction. The Canal will be cut from Kherson to Kiev, then to Orscha by utilising the Dnieper, from Witepsk to Riga, by the Dwina. It will only be necessary to cut a canal, properly so-called, from Orscha to Witepsk, a distance of 150 kilometres (90 miles). It will be constructed with foreign capital, without the intervention of Government. This new mode of communication will add to the wealth of the provinces it traverses, and will much facilitate the transport of corn to foreign markets. Coal and naphtha will profit by the same conveniences. It will moreover constitute a new international road from the Levant to Southern Europe, and will have much importance from a military point of view. The capital required amounts to a milliard of francs. It is believed that the project will have the patronage of the principal French and Belgian mining and metal manufacturing companies of South Russia. If ever the work is done, there is certain to be serious disturbance in the commerce between Russia and England. Up to now Russia has taken almost all her coal for the Baltic fleet and for her coast factories from England. That means, in round figures, about 22 million roubles. For these twenty-two millions' worth of coal England must find another outlet, and this fact will have considerable influence on the capital employed in Russian industries.

THE Viceroy and Lady Curzon are now in camp at Naldera, seventeen miles from Simla.

THE P. & O. Company's s. s. Egypt with the outward mails of the 26th ultimo, left Aden at 5 p. m. on Sunday and is expected to arrive in Bombay at 9 a. m. on Friday next.

REPORTS from Kandahar State that the fruit crop has been a complete failure owing to the late and severe winter.

THE goods traffic on the B. B. & C. I. Railway for the week ending 13th May 1905, shows a decrease on the corresponding week of 1904 of 1'8,411 maunds and Rs. 86,598 in the earnings.

THERE seems every prospect now of peace in Bajour. The Nawab of Dir and his brother met on the 1st instant and discussed matters amicably, and practically patched up a settlement. The movable Column will, however, remain at Chakdarrah for the present.

ACCORDING to the Railway Administration Report there were 6,293 Europeans and 8,765 Eurasians employed on Indian lines in the year 1904. Out of this total of 15,058, the number enrolled as Volunteers was 12,808, a proportion which may be regarded as very satisfactory.

AMONG the grandsons of Aman-ul-mulk the old Mehtar of Chitral, who first admitted British officers to his country, is Ghulam Hyder Khan, a man who has still pretensions to the Mehtarship. He fled to Kabul after the Chitral expedition of 1895 in the hope of gaining Afghan assistance, but this was never accorded to him. Having now grown tired of waiting, he has appeared at Peshawar, and will presumably join the great army of transfrontier pensioners who live on the bounty of the British Government.

THE Hongkong correspondent of the "Times of Ceylon," telegraphing on Wednesday last, said —"The tug Svir, which has arrived at Shanghai, reported that on the the 27th ultimo, the Nicholas capsized. The Borodino, and the Oslabiya, were set on fire by torpedo-boats and broke in halves. The other ships were sunk. The collier Korea is at Woosung, six Russian transports are at Nagasaki, and five warships of the Baltic Fleet have reached Vladivostok. A Japanese cruiser is reported to be missing."

ARE the honours of French art, as embodied in the Salon, a merchantable commodity, disposable on the barter system. The thing is being whispered, and a step just taken by the committee lends colour to suspicion. This year, the minor awards are to be distributed before the coveted honour medals. The reason for such a curious innovation is stated to be that the exhibiting artists, being the electors by vote, little arrangements are made. There are candidatures, and aspirants for the higher award even canvass among those having a chance for the lesser prizes, on the principle of a mutual exchange of vote and interest. It is hoped that the change will check the system, though one fails to see how. The canvassing now may begin with the aspirants to the lower prizes.

IT is not often that one trivial dispute breeds six duels, as is now the case with a petty quarrel in Paris. It should, perhaps, be added, however, that the quarrel is between actors, and dramatic emotion is nothing if not expansive. M. Ibels, manager of the Odeon, had an altercation with the prompter, and M. Garnier, an actor, intervening with a remark, which M. Ibels thought liked him not, that gentleman sent a challenge. But the seconds had no sooner got together than two of them developed an "affair" on their own account, and appointed seconds, who also had soon to name representatives. Thus the queue extended from seconds to seconds until the number of meetings under arrangement is half-a-dozen. A little more development and the situation will become Gilbertian.

YEMEN, which is now in revolt against the Sultan of Turkey, has always exercised a singular fascination over Oriental scholars and explorers, for whom it has been the true "Araby the Blest," has long had relations with Europe, and it was known, when the rest of the peninsula was for the most part a land of mystery. The first European traveller, who left an account of it was Ludovico di Varthema, a Bolognese, who published his description at Rome in 1510. He reached Sana, and was astonished by the fine buildings of the place and the high fertility, "the fair orchards and fountains," of the country, which had not yet been occupied by the Turks. Yemen suddenly, in modern times, became an important land, when the coffee berry was "discovered" at the end of the sixteenth century. The East India Company sent many expeditions there. Probably the first Englishmen, who ever reached Sana were the members of one of the earliest of these expeditions, led by Henry Middleton. Middleton and his party were taken there as prisoners by the Turks. He described it as somewhat larger than Bristol well built of stone and lime. In 1761 the famous Danish expedition of which Carsten Niebuhr, the first great name in modern Arabian exploration, was a member, set out. Since Niebuhr's time there has been no longer any mystery about it. In the ancient world the country was, of course, the great emporium of the produce of Africa and the East, and it was the object of the famous ill-fated Arabian invasion of Augustus. It was no doubt a part of the Egyptian "Land of Punt," and some scholars have identified it, indeed, as the Land of Ophir. But just now the African Zimbabwe seems to be the most generally accepted Ophir.

FISH IN MEAL AND MYTH.

WE are so accustomed by this time to being derived by ingenious and enthusiastic savants from a whole menagerie of pre-existing animalisms, that we need feel no surprise in finding fish among our ancestors, or to read that a Milesian philosopher placed our domicile of origin inside fish, or that, according to an Australian myth, the modest, unassuming mussel has the honour of being our progenitor. Obviously, remarks a "Globe" contributor, this view of our nature carries us along the path of involuntary cannibalism, beyond the point that Hamlet hinted at in his speculation anent the fish and the King, and the idea may well add a piquancy of humiliations to the menus of "jours maigres." It is, indeed, to be feared that we do not treat the fish with half the respect due to its position in that dim twilight world of veiled truth and poetised type which we call the realm of myth. There is, for instance, that strange Mahomedan conception of the Fish Nun, which is to provide the first food for the destined dwellers in paradise, and the liver lobes of which, reserved for the more distinguished guests, suffice to feed seventy thousand persons. Putting aside the import of the fish in Christian symbolism, and the theories which have been advanced connecting this symbolism with that of the pagan religions, we must remember that in many aspects the fish played an important part in the old thegonies. There was Dagon—the fish On—of the Philistines, there were the Chaldæan Oannes, the fish-goddess Tirgata, Semiramis, the great Queen, all represented in semipiscine form, as were the Mermaids and Tritons; the association of the fish with Venus is familiar enough to many who care little for the voluminous literature on the subject; the North Americans have a legend that it was due to the guidance of a divine fish, or a fish deity, that they reached their present dwelling land.

And then there is the whole cycle of stories about fish that have been caught, and when cut open, revealed at the precise psychological moment, jewels—most frequently rings—on the recovery of which depend kingdom or heritage, or honour, or happiness. When the demon Sakhar, who had stolen the signet of Soloman, and by its virtue usurped the kingdom, and reigned for the period allotted for the wise king's punishment, he threw the signet into the sea; a fish swallowed it, was caught, and served up to the exiled monarch, who was thus enabled to resume his sovereignty. Polycrates, by way of propitiating Fate, threw his most valued possession, a seal, into the sea, and recovered it in a similar way. It was a cod fish which obligingly sacrificed itself to return the ring that restored "The Fortunate Farmer's Daughter" to her husband's favour; it was a salmon which, on the intervention of St. Kentigern, restored to the guilty but repentant queen the diamond ring she had parted with as a love token, and which her justly jealous spouse had recovered from the favoured Lothario and thrown into the Clyde—which, as we know, accounts for the Salmon and Ring in the arms of the City of Glasgow. And the mention of salmon reminds us—not inappropriately in connection with "jours maigres"—of one of Lever's inimitable stories. Father Tom Loftus was travelling by boat one Friday: "The dinner was not over good but there was a beautiful cut of fried salmon just before me; this I slipped quietly on my plate, observing to the company, 'Ladies, and gentlemen, this is a fast day with me when a big fellow with red whiskers stooped across the table, cut my bit of fish in two halves, calling out as he carried off one, Bad scran to ye! D'ye think nobody has a soul to be saved but yourself?'"

A good many stories, not all quite so harmless, are told about the dangerous fascination the salmon exercised in forbidden seasons on some of the gay viveurs among the old French abbes, and even Chicot's expedient for eating fowls on a fast day by calling them carp, does not err on the side of superfluous reverence. Apropos of carp, it will be remembered that that fish provided Tallyrand with an opportunity for one of his mordant witticisms. It was a very fine fish that was served at a dinner where he was a guest, but, unfortunately, it was cold. The host referred with pardonable pride to the size of the carp, remarking that it came from his estate in the country. "But why did you not have it cooked here?" inquired Tallyrand, blandly. The tradition about the marks on the haddock and John Dory is too familiar to bear repetition: the latter fish somehow invariably reminds us of Ingoldsby, and the visit of Rupert the Fearless to Lorline, when

A Dory-faced page opened the dining-room door;
And said, bending his knee, "Madame, one's servi;" the haddock, too, recalls the unfortunate observation, "I haven't seen haddock on a gentleman's table since I was a boy," attributed to "Poodle Byng," when dining at Belvoir Castle. Turbot and crab and salmon and sprats all figure in Hood's whimsical "Epicurean Reminiscences"; Cowper wailed the "High Price of Fish," chiefly, it would seem, with reference to the lobster; the turbot recalls that most effective "score" the messenger boy effected over the famous but parsimonious Dean of St. Patrick. It would occupy too much space to recall the numerous references to and theories about the orthodox salt fish. So much abuse has been heaped upon the head of the luckless Cleopatra that one likes to remember that merry, innocent prank of hers, with its healthy moral, when Antony would waste his time angling, and Cleopatra sent a diver down to affix a salt fish to his hook. And we should never forget that of one species of cured fish—the herring—it is said that "it mainly contributed to transform a small and insignificant people into a mighty nation, and that the greatest emperor on earth thought it not beneath him to visit the tomb of the humble inventor of the process, and—here to eat a herring and drink a pledge to his pious memory.

AMERICAN TELEPHONES.

Says "L'Energie Francaise";—The telephone in France will end by making us a generation of neurotics. Why are we not in the United States? America is really becoming a regular land of Cocaigne. Certain towns there have central offices whence subscribers can send messages without the intervention of telephonists, that in itself is an improvement. The Bell Company has increased the facilities for public correspondence by placing telephone stations at the corners of streets the apparatus of which is automatic, and they have been very successful. One of these stations, which are somewhat like our fire notice stations, received in one month 1,250 francs for messages. When a passer by wants to use it he opens the door of the box in which the apparatus is enclosed and calls up the office. He is put in communication and then he places in the opening a certain number of coins, the weight of which determines the duration of his conversation. It is a system similar to that which Paris saw in use during the Exhibition of 1900, but which did not survive it. It appears that street noises in no way interfere with the transmission, and that the apparatus has not suffered in any way. Lucky country!

THE German Emperor has decorated Count Adalbert Sierstorpff, the popular international motoring delegate with the coveted Red Eagle, in return for the valuable service, he has rendered Germany in developing motoring. For some years, "Motoring Illustrated" has urged the King to remember the claims of one or two British motor-pioneers in the Birthday Honours. We hope the next list will confer distinction on more than one leading motorist in return for services rendered to England in upholding British motor supremacy by sea and by land.

THE whole history of motor-boating for 1905 has so far been divided up into chapters of accidents. At Monaco owing to the roughness of the sea, and to the fact that the design of the racing hulls was too flimsy for the powers carried, many accidents happened. England should profit much by the bitter and costly experience of France, but we must cede to our Gallic neighbours the glory of having made the plunge which, however, disastrous it may have been, has given them the palm for enterprise. France deserves better success than she has obtained, says, "Motoring Illustrated."

VICTOR AND VANQUISHED.

ENQUIST LEFT BEFORE THE FINISH.

MEMORIAL SERVICE.

RUSSIANS AT MANILA.

[THROUGH REUTER'S AGENCY.]

LONDON, JUNE 4.

Admiral Togo has visited Admiral Rozhdestvensky hospital at Sasebo yesterday. In the conversation hey had, he praised the courage of the Russians. Rozhdestvensky was deeply moved, and said it lessened the sorrow of defeat to know the high character of his victors.

The Tsar and Tsaritza and the Imperial family ttended mass at Tsarskoe Selo to-day, in memory of those of the Paltic fleet who have fallen.

The destroyer which has been towed into Shanghai had been helplessly drifting for six days, with 180 men on board almost foodless and waterless.

The Russian officers at Manila declare the Japanese used a number of submarines.

The captain of the Aurora was killed.

Admiral Enquist was not wounded.

LONDON, JUNE 5,

Admiral Enquist has asked permission to repair his ships at Manila.

The American authorities report that the Oleg will require sixty days, the Aurora thirty and the Jemchug seven.

Admiral Enquist says he left the scene of the battle on Saturday night, and did not know the battle was continued on Sunday.

THE PEACE ENDEAVOURS AT WASHINGTON.

Prospects Hopeful.

LONDON, JUNE 4.

A despatch from Washington says that the Italian Ambassador after a prolonged conference with Count Cassini on Saturday conferred with President Roosevelt. The Japanese Minister M. Takahira was then summoned from New York and had a prolonged interview with President Roosevelt in the evening.

M. Takashira stated afterwards that there could be no progress made till St. Petersburg was heard from.

According to the "Standard" the American Ambassador at St. Petersburg reports that this is not likely for a fortnight till the excitement has subsided, but he reservedly is of opinion that the prospects are hopeful.

HONORS FOR THE JAPANESE.

The Kaiser's Appreciation.

LONDON, JUNE 5.

The Kaiser has conferred on the Marquis Ito the Red Eagle of the Second Class, and Director Saito the Order of the Crown of the First Class.

THE ANGLO-JAPANESE ALLIANCE.

British Unanimity.

THE "TIMES" ON THE QUESTION.

The "Times" in an article remarks that the importance of Lord Lansdowne's statement made on the 1st instant is heightened by the subsequent declaration of Sir H. Campbell-Bannerman that any Liberal Government would follow faithfully and zealously Lord Lansdowne's policy.

The "Times" proceeds: "We are convinced that the maintenance of the future peace in Asia can have no stronger bulwark than a solid Alliance between Britain and Japan for mutually defensive support in Asia, and the moment is ripe for such a step."

GENERAL TREPOFF'S POWERS.

General Trepoff has been appointed Assistant Minister of the Interior and the head of the Police and Gendarmery with extensive powers throughout the Empire.

He retains the Governor-Generalship of St. Petersburg.

CRICKET IN ENGLAND.

Australians Beat Cambridge University.

CAPTAIN GREIG MAKES TWO CENTURIES.

LONDON, JUNE 4.

The matches between Worcestershire and Hants, Derby and Sussex, and Warwickshire and Lancashire were all drawn.

Surrey has beaten Essex by five wickets, Yorkshire has beaten Middlesex by 7 wickets.

Australians have beaten Cambridge University by 109 runs.

Somerset has beaten Gloucester by 68 runs.

LONDON, JUNE 5.

In the match between Hants and Worcester Captain Greig made two centuries.

The following is the County Championship table up-to-date:—

	P	W	L	D	Pts	Per centage
Yorkshire	8	6	0	2	6	100·00
Lancashire	6	5	0	1	5	100·00
Surrey	6	5	0	1	5	100·00
Notts	5	3	1	1	2	50·00
Gloucestershire	4	2	2	0	0	00·00
Leicestershire	5	2	2	1	0	00·00
Sussex	6	2	2	2	0	00·00
Somerset	3	1	1	1	0	00·00
Middlesex	4	1	3	0	−2	−50·00
Essex	6	1	5	0	−4	−66·66
Northamptonshire	2	0	1	1	−1	−100·00
Kent	1	0	1	0	−1	−100·00
Warwickshire	6	0	2	4	−2	−100·00
Hampshire	4	0	2	2	−2	−100·00
Derbyshire	4	0	3	1	−3	−100·00
Worcestershire	4	0	3	1	−1	−100·00

[THROUGH REUTER'S AGENCY.]

DISASTER TO THE CHANNEL FLEET.

Collision in a Fog.

THE "AFGHANISTAN" SINKS.

THREE SHIPS DAMAGED.

LONDON, JUNE 5.

On Saturday night the Channel fleet, while steaming to Portsmouth, struck a dense fog off Dover. The "Caesar" collided with the ship "Afghanistan" which sank and eighteen of those on board were drowned.

The "Triumph" collided with the "Swiftsure", the latter being badly damaged.

The "Caesar" and the "Triumph" were slightly damaged.

KING ALFONSO'S TOUR.

Starts for London.

LONDON, JUNE 5.

King Alfonso has left Paris en route to London.

THE IN-COMING MAIL.

ADEN, JUNE 4.

The P. and O. Company's s. s. Egypt, with the English Mails of 26th ultimo, left here for Bombay at 5 p. m., to-day.

MONSOON PROSPECTS.

(FROM OUR CORRESPONDENT.)

SIMLA, JUNE 6.

News from Kurrum reports fresh snow as late as the 18th ultimo on the higher ranges of the Sufed Koh.

The weekly official weather cables from the South Indian Ocean stations, to-day published, show pressure to be normal in Mauritius and below normal in Zanzibar. No rain has fallen in either the Seychelles or Mauritius during the past week, and winds have been light.

POLO AT SIMLA.

SIMLA, JUNE 5.

In the Beresford Polo tournament the first game was between the Civil Service and the 12th Lancers.

The following were the teams:—

Civil Service:—Messrs. Howard, Mant, Sheepshanks and Barrow.

12th Lancers:—Captain Hobson, Major Crawley Mr. Reynolds and Major Brown.

The Lancers won easily by four goals, 5 subsidiaries to one goal, two subsidiaries.

The second game was between the United Service and Remnants. The teams were:—

United Service:—Captain Bulkeley, Mr. Vander-Gucht, Captain Forrester and Captain Craik.

Remnants:—Captain Watt, Messrs. Crawshay Wilberforce and Captain Smith.

The game was a well contested one. Remnants won by four goals, two subsidiaries to three goals, four subsidiaries.

A SILVER CUP FOR NATIVE TROOPS.

PRESENTED BY CAWNPORE WOOLLEN MILLS.

The Cawnpore Woollen Mills Company have presented a Silver Cup of the value of Rs. 500 to be competed for by native troops throughout India during the year ending 31st March 1906, the competition being by squadron battery or double company and the teams consisting of one British and two native officers and seventeen non-commissioned officers and men.

MILITARY INTELLIGENCE.

Colonel Ostrehan, Indian Army, acts as A. A. G. Lucknow Division, when Colonel Molesworth proceeds on leave.

Major Edwards, 33rd Cavalry, acts as A. A. G., Poona Division, when Colonel Stevens proceeds on privilege leave.

Lieutenant Cochran, Worcestershire Regiment, is posted to Burma Division for appointment to the Indian Army.

Major-General Mason, Commanding the Aden Brigade, is granted four months' leave.

Lieutenant Inglis, 25th Punjabis, is attached to the 1st Battalion, 4th Gurkhas, and Lieutenant Molesworth, 5th Infantry to 8th Gurkhas.

2nd Lieutenant W. James, Durham Light Infantry, is permitted to resign his commission.

Captain Kelly, 73rd Company, R. G. A., is appointed Commandant vice Forestier Walker vacated on promotion.

Lieutenant C. Lynch R.E., is transferred from the 9th (Secunderabad) Division to the Western Command Military Works.

Captain L. H Close, R.E., is also posted to the Western Command Military Works.

NEWS LATER THAN THE MAIL.

COLONIAL INSTITUTE ANNUAL DINNER.

LONDON, MAY 20.

At the Colonial Institute annual dinner last night, the Duke of Connaught presided. There were present, Prince Christian: Lord Jersey, Lord Tennyson, Sir Thomas Fowell Buxton, Lord Strathcona, the Agent-General and 250 others. The Chairman, in proposing "The Colonial Institute," said that Empire Day was a happy conception. He paid an eloquent testimony to the solidarity and sentiment distinguishing the communities under the British flag. Mr. Coghlan (N. S. W.), the Earl of Minto, Major-General Sir Edward Hutton, Mr. Parkin (of the Rhodes Scholarship Trust), and Lord Carrington also spoke.

BOMB EXPLOSION AT WARSAW.

23 CASUALTIES: GOVERNOR'S ESCAPE.

Yesterday, General Maximovitch, the Governor of Warsaw, and his officials were to leave Warsaw Castle to attend a service in the cathedral in honor of the Czar's birthday. A little before the time to leave the Castle a Polish revolutionary Socialist, a shoemaker named Dobrowolski, was seated outside a cafe near the Cathedral. He looked nervously towards the Castle, and his demeanor excited suspicion. Two detectives advanced and seized him by the hands. During the struggle a bomb dropped out of Dobrowolski's pocket and exploded. Dobrowolski and one of the detectives were killed, while 21 others were injured, including three ladies, a student, and two schoolboys. Three of the injured are in a serious condition. Many arrests have been made—the sixth series since January.

SPORT IN ENGLAND.

First Australian Victory.

LANCASHIRE'S DEADLY ATTACK.

GOLF NOTES.

LONDON, MAY 19.

The Australians gained their first victory of the tour, Oxford being beaten by 200 runs. The decisive victory of the Federals was to some extent due to their good fortune in winning the toss, for the pitch never played very easily after the first day, and yesterday was decidedly difficult. Even on a perfect wicket the task of getting 341 runs would probably have proved beyond the powers of the Dark Blues, especially as many of the side are short of practice. On a worn wicket, swept by a strong cross wind that aided both Laver and M'Leod, the task was hopeless. Under the circumstances the University batsmen might well have adopted forcing tactics. If they had taken the bolder course they might have diminished the extent of the reverse. In any case the day's cricket would have been bright and attractive instead of deadly dull. Possibly the bad start—Bruce, who played on to Laver in the second over, Raphael, and Bennett all being out with only 17 scored,—compelled the subsequent batsmen to adopt cautious tactics, with the result that the cricket was most tedious, and was rendered all the more so by the fact that the result was inevitable. Laver again bowled finely, and his record for the match more than confirms the good opinion formed of him on his first appearance for the tour at the Oval. It may now be taken for granted that he will play much more regularly than had been expected.

Judged by their present form, very few of the county teams are superior to Nottinghamshire this season, and it is clear that the Midlanders are going to make a bold bid for the championship. In the match with Middlesex, they always held the upper hand, and keeping up the pressure to the end they won comfortably by nearly 200 runs. A glance at their score in the second innings will show how consistent was their batting and how keenly they held to the advantage won on the first two days. While Bosanquet and M'Gregor were in there seemed just a chance that Middlesex might save the game, but, when the wicket-keeper had been dismissed and Warner had failed to score this chance had almost disappeared, and only a dashing, though lucky, display by Foley delayed the coming of the end. Bosanquet played a splendid innings under most discouraging circumstances, and showed that he can rise to the occasion with the bat as well as with the ball.

The closest finish of the present season was witnessed at Birmingham, when Leicestershire defeated Warwickshire. Overnight it had looked as though Leicestershire might win rather easily, as with only half the side out they held a lead of 190 runs. So well, however, did Quaife bowl that Warwickshire were left with only 267 to get to win. Good batting by Quaife, Lilley, and Whittle brought them well in sight of victory, and with four wickets to fall only 34 runs were wanted. The "tail," however, did not prove equal to the strain, and amid a scene of great excitement Leicestershire won a keenly contested match by nine runs.

The concluding day of the match at the Oval between Surrey and the Australians produced some most remarkable play, and, though the game was drawn, for once in a way the result seemed a fitting termination for one of the best games ever played on the ground. The match was interesting throughout, and its fortunes fluctuated in dramatic fashion, the result hanging in the balance until almost the last over. From the personal point of view, the match will be remembered for Hayward's superb innings. It was a masterpiece of correct cricket, of restraint, watchfulness and judgment. How great an innings it was, may be gathered from the fact that in making his seventy scoring strokes the batsman invariably placed the ball, where he wanted; every run was played for. During the four and three-quarter hours, he was at the wicket on the two days, Hayward was beaten by only two balls. All the other that required stopping were met with the full face of a straight bat that must before the end have looked as "big as a barn door" to the bowlers. The Australian bowling was much better than in the two first games of the tour, and was quite up to the Australian standard. During the hour before lunch Laver and MacLeod were particularly puzzling. Both bowled very finely, but as a combination they were aided by the fact that a cross wind made Laver come in on the batsman all the way, while MacLeod swung across and went away. He came very quickly off the pitch, while Laver's slow was extremely deceptive, most of the batsmen playing too soon.

A fortnight to-day will be started at Trent Bridge, the all-important first Test match between England and Australia, and the form of the various candidates for inclusion in the home team during the next few days will be closely watched. The past week has practically, been the first of the season, but so much has been accomplished by at least a score of players that the task of the Selection Committee has been transformed into one of exclusion rather than of inclusion. Of the eleven who took part in the last Test match in Australia, P. F. Warner, Hayward, Hirst, Rhodes, and Arnold have all proved that they must still be considered, and Tyldesley, Braund, B. J. T. Bosanquet, Knight, and Lilley have done nothing to have lost the confidence of the public. The only member of that team who is not playing is R. E. Foster, but the other ten must all have the sympathies of the M.C.C. All things considered, four of them may be regarded as certainties for the first Test match. These are Hirst, Rhodes, Hayward, and Tyldesley. But what of those who did not visit Australia? Are not C. B. Fry, A. C. MacLaren, F. S. Jackson, A. O. Jones, W. Brearley, and Board equally in the running? The names of fifteen really first-rate cricketers have already been mentioned, and, if more are required there are Denton, Haigh, G. L. Jessop, Hobbs, Lees, Hallows, Wass, and Thompson to fall back upon.

Even should the Selection Committee look beyond those twenty-four, one would not be very greatly surprised, but it is not likely. The art of the team builder is to choose an eleven not merely strong here in batting, there in bowling, and elsewhere in fielding. As far as possible the individual members must excel in all departments. Thus, of two equal batsmen, the better fielder or bowler should be given preference. Then, of course, a really first-class wicket keeper, and, above all, the best possible fast bowler, must be given places. England is happy in one important respect. Here great batsmen are, almost without exception, clever fieldsmen—Fry, MacLaren, Tyldesley, Jones, Jessop, and others. Hirst is, of course, the "all rounder" of the Kingdom, and his colleague, Rhodes, is a good second. Behind the wickets Lilley has now a powerful rival in Board but the Warwickshire man is "in possession," and he has yet to lose the confidence of the selectors. Without discussing the merits of the candidates the most desirable team, with a twelfth man, seems to be to:—A. C. MacLaren, C. B. Fry, Hayward, Tyldesley, Hirst, Rhodes, Lilley, A. O. Jones, W. Brearley, Arnold, Braund and F. S. Jackson.

With the Australians the outlook is not nearly so rosy. The team is quite strong enough in batting, but so far the bowlers have failed to up hold the traditions of Colonial cricket, and it is not to be imagined that Cotter and Company will be effective enough to win a Test match when opposed to the flower of English batsmen. Our visitors have made no secret of the fact that every other motive of their present visit is subordinate to their desire to win the Test rubber. So much so that their outspokenness on the subject is not likely to increase public interest in the other matches of their long programme. But it is not suggested that the Australians have had anything up their sleeves in the three games up to date. The only bowler who was not played against Surrey at the Oval is Howell, and his work against Notts was not reassuring.

What Darling is not likely to do—and, if he had the power, what the rest of his party would not relish—would be to call up Kermode from Lancashire and Trott from Middlesex for service in the Test matches; but at least the Australians will admit that to do so would be to strengthen their side in a wonderful manner, and, therefore to do the best for their country. Such an extreme course would not exactly be creating a precedent, for in 1888 P. S. M'Donnell included S. M. J. Woods in all three Test matches, though the latter did not come to England with the teams, being at the time a Freshman at Cambridge University, and having then been for some years in England.

But wherein lies the loss of dignity and want of good taste in playing natives of one's country—and natives, moreover, who have learned their cricket on their native soil; S. M. J. Woods was taught all his cricket in England, and came here, not as a cricketer, but as a student. Kermode and Trott, however, were induced to come solely because they were cricketers, and were likely to be of value immediately upon their arrival, though, of course, both had to qualify by residence. The Scottish football authorities have not lost any dignity by including "Anglo-Scots" in their international teams against England for years past, and once the bonds of cricket etiquette had been broken we should here no more of the sentimental nonsense which prohibits a country from enlisting the services of her sons wherever they may be. Surely Kermode and Trott have more claim for inclusion in an Australian team than has K. S. Ranjitsinhji to play for England! And yet the objection which was raised to the latter's first selection at Old Trafford in 1896 was rightly swept away, never to be raised again. A cricketer never loses his birth-right in England. Law 2 of the Rules of County Cricket reads: "A cricketer is always eligible to play for the county of his birth." Then why should an Australian be denied the privilege of representing his country, especially, when he happens to be the best man available? It is the plain duty of the Australians in the best interests of cricket to invite Kermode and Trott to help in the endeavour they assert they have so much at heart—that of winning back the "ashes."

The protest of the English cricket public, officials and players alike, against the limitations of the Australians in regard to the length of play in their matches has at last had its effect. It is announced that ordinary hours of play—that is, from 12 to 6·30 on the first day, and from 11·30 to 6·30 on the second and third days—will be observed in the game which starts at Lord's to-day between the Colonials and the Gentlemen of England. On behalf of Yorkshire, Lord Hawke has been in correspondence with J. Darling on the subject, and the probability is that both Yorkshire and Lancashire will demand the observance of customary English hours in all games in those counties. Darling is now said to have conceded that if any of his opponents wish to adhere to the ordinary hours of play the Australians are willing to waive their objection. This timely understanding will put a stop to the side issues which have entered into the criticism of the Australians' actions. "The Field" has observed: The cricket-loving public, if it has a fault, is prone to think too much of the results of matches, but it certainly has not yet begun to look upon the game as a mere acrobatic performance played by artistes at so much a day so that even from the financial point of view it would be well for the Australians to avoid a repetition of their mistake. . . Should the notion become established that they (the Australians) are trying to give as many performances as possible at the risk of spoiling a large number of them, the popularity of their matches is almost certain to suffer. At a meeting of the Yorkshire County Committee, presided over by Lord Hawke, at Bradford, it was decided to adhere to the rules governing the hours of play in county cricket in Yorkshire.

The deadliness of the Lancashire attack has been the county's most valuable asset, since the early days of Alec Watson, but never was it so pronounced as it is to-day. W. Brearley is regarded as the best fast bowler in the country, but even his services are not missed by the County Palatine. Without him the champions have defeated Essex well inside two days, having twice dismissed the southern eleven for 313 runs. For the first time this season Kermode was not effective in the second innings, but before Brearely could be missed, Sharp took up the ball and dismissed seven batsmen, five clean bowled, including the Essex twins, at a cost of 35 runs. And just when supporters of the county had begun to deplore the loss of Sharp's bowling arm. Certainly last season, whilst he averaged 37·52 with the bat and aggregated nearly a thousand runs, he could do nothing with the ball, his six wickets costing over 88 runs each. In the previous season, too, he could claim only nine victims, at 52·77 each; but evidently his eclipse was a temporary one. Sharp has played several seasons with Lancashire, but as a bowler, at the age of twenty-seven, he may still be in the making. Then it must be remembered that during those two dark years he suffered from want of opportunity owing to the successes of Barnes, Cuttell, Brearley, and Hallows.

But may not the brilliance of the Lancashire attack be regarded as a mixed blessing? The team has so far engaged in three county championship matches, two of these at Old Trafford, and all have been finished on the second day. Such quick dispatch may assure the county of retaining the championship, but, if continued it will have a marked effect upon the club's exchequer. They do things better in Yorkshire. Lord Hawke's team have gained four victories, and all have been as decisively won as Lancashire's trio, but two of the games ran well into the third day. The two Northernshires will want a lot of catching, though Surrey also have a hundred per cent. record with two victories to their credit. Essex are the only team to have lost two championship matches. Gloucestershire have won one and lost one, Somerset and Warwickshire have each drawn one and lost one, Notts and Sussex have each drawn one, and Leicestershire, Hampshire, Middlesex, Worcestershire, and Darbyshire have each lost one.

The annual meeting of the Rugby Union was held in London on the 17th, Mr G Rowland Hill in the chair. There was a comparatively small attendance. Mr Cail, the treasurer, did not make the usual financial statement, as, the accounts only closing a fortnight ago, there had been no time to cast a balance sheet. It was decided that the Eastern Counties and Sussex should combine and be represented by one member on the committee. The changes made by the International Board in the scoring rule were carried, and will come into force next season. They are as follows: A try equals three points. A goal from a try, (in which case the try shall not count), five points. A dropped goal, four points. A mark goal or a penalty goal, three points. The field goal is abolished. It was decided that a goal shall not be disallowed by the ball in its transit over the bar being touched by one of the defending side. The proposal to abolish charging in general was lost. The attempt to make it possible for a player to make a mark from a rebound was lost.

On Saturday, at Prestwick, the amateurs of England and Scotland play their fourth international match. In the first contest, held at Hoylake, under the auspices of the Royal Liverpool Club, there were ten players a side, and the issue was decided by "holes up." The new departure was at once recognised as a success. The authorities who have charge of the championship meeting took the matter in hand, the teams were reduced to nine a side, and it was decided to make the decision by matches, each win counting one point, and halved matches being played out to a finish. The Scotsmen won, albeit by no great margin, in 1902. The Southerns had their revenge in the following season, and last year at Sandwich the English team again had to acknowledge defeat. In choosing the sides the selection committees are largely guided by recent form, for it would obviously be unwise to include men, who were short of practice or not playing their true game. Mr Hoffman, the Cambridge captain, may, perhaps, be chosen for England, but otherwise the two teams will probably consist of old internationals.

MOTOR ACCIDENTS AND INTEMPERATE CRITICISM.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—For the whole of the last month the English as well as the Vernacular press in Bombay has been full of the fierce controversy about reckless motorists and motor-accidents. Will you be good enough to allot a little space in your valuable columns, to the following facts and figures, which I trust will not fail to interest all your readers—motorists as well as non-motorists?

In reply to the Honourable John Scott Montagu M.P., the Hon. Secretary recently gave, in the House of Commons, a return showing the number of accidents known to the police as having been caused by motor-cars and motor-cycles between June 1904 and April 1905. The Home Secretary gave the following interesting return of accidents to persons or property reported in the Metropolis last year. Of the 28,070 accidents, in 21,717 cases, the cause was due to horse-drawn vehicles. Tramcars (horse drawn) were responsible for 1,287. Pramcars (mechanically propelled) for 2,292, omnibuses (mechanically propelled) for 32, motor-cars for 1,775, and motor-cycles for 274. There were 13 fatalities in the case of motor-cars, 4 by motor-cycles, 4 by tram-cars (mechanically propelled), 2 by omnibuses (mechanically propelled). There were up to the end of March 9,972 motor-cars and cycles registered in the Metropolis. Out of the 13 fatalities by motor-cars, only 4 were traced as due to driver's negligence.

Bombay is to be congratulated in as much as not a single accident by motor-car has proved fatal, and that more so in view of the fact that over 150 cars are running about in Bombay at present, and a large number of them in some of the most congested parts of the town. Let us hope that the sentence of three weeks rigorous imprisonment passed by the Fourth Presidency Magtstrate for reckless driving when drunk, and a fine of Rs. 50, in default imprisonment, by the Third Presidency Magistrate will teach rash motorists a salutary lesson. In the case tried by the Third Presidency Magistrate some of the remarks supposed to have been made by the Magistrate, as they are reported in the Guzerati papers, appear to me to be out of place and superfluous.

The complete absence of intemperate criticism following these convictions at the instance of alarmists, in the Press has not surprised me a little. Alarmists have rushed into print already and motorists have in turn also pointed out their difficulty in dealing with the intelligent section of the Bombay public—the pedestrians. Your readers may be aware that, at present, all England is agitated; and the question of "reckless driving," "the call for strong repressive measures" "speed limit" and numerous other fads have kept things alive there; but what amuses one most is the extent to which people indulge in foolish and intemperate criticism. Intemperate criticism, I think, is always deplorable. It exposes the critic to ridicule, and does the victim more harm than absolutely necessary. For instance, for no earthly reason and without in any way being interfered with by motorists, the Reverend F. T. Wethered, Vicar of Hurley, wrote in the "Daily Express" above his signature the following:—"The only way to deal with motor hooligans is to abolish motor-cars entirely from all public metalled roads now used by horses and pedestrians, and to compel them to drive exclusively on tracks of their own. Let voters act upon this at the coming General Election. Country life is now quite intolerable. One's life is always 'in one's hand' when one walks or drives on the public roads by reason of the reckless driving of motor-cars. At the time of Julius Caesar, we Britons used scythes fixed on our chariot wheels to mow down our enemies. This method was less barbarous than our present custom of mangling by means of motor-cars." It is a pity that an ordained dignitary of the Church of England should indulge in such nonsense. Amongst motorists may be counted the crowned heads of Europe and England, and the use of the word "Hooligans" to describe motorists, by a gentleman decked in clerical togo could not impress his congregation and may some day seriously interfere with his interests.

Again, a gentleman, not a reverend gentleman this time, who signs himself "Murder in cold blood" writes to the "Morning Post," at great length. I will just merely mention his best effort in that letter. He says:—"For the first time since the French Revolution, the wealthy classes of a country have made themselves a nuisance and a danger to their poorer brethren."

A moment's reflection would suffice to convince those of a more temperate mind, that to annihilate a pastime, or kill an industry because a small minority of its followers misbehave themselves, would be an act not of a community of sober men, but of a pack of children or a parcel of fools. Would it be reasonable to "boycott" the Church if a parson figures in the Divorce Court? Do we ask for the abolition of the legal profession when a solicitor is convicted for misappropriating his clients' money? Why then, when a reckless motorist offends the law of the country or endangers the comfort or a life of a human being, should we cry out for the blood of all other motorists? As was pointed out before, deal properly with the offender, have a little more confidence in your judiciary, give your magistrates credit for discretion and sound commonsense, and let them find out for themselves, the difference between a pure accident and deliberate recklessness, but in the name of common sense, if not of justice, do not take away the only influence that exists to reform the motor "Hooligan"—the influence of decent and careful drivers of the motoring fraternity. The moment an accident occurs, the moment it is whispered into the public ear that a motor had something to do with it, the ever-ready alarmist rushes into print. The public goaded on by sensational statements, regards the unfortunate motorist as a self-condemned criminal and thenceforward approaches the case with absolute prejudice This sort of rushing into print, without patiently waiting to see fair play or justice done fans public antipathy, and more harm is done in a day than could be lived down in two years. As a matter of fact, unfortunate motorists have to be constantly allowing for and averting the consequences of the recklessness and carelessness of pedestrians and drivers of all sorts of vehicles. The moral, however, is obvious. Let motorists increase their watchfulness and studiously avoid the innumerable contretemps, which can be brought about by the meeting of fast vehicles and slow people, and if an accident occurs, stand by and do all that can be done in the matter. Assist the authorities in stamping out of the place the black sheep of the fraternity, and by acts and behaviour do everything in your power to impress the public that after all you are not a "Hooligan."

J. D. D.
May 6th WHITE DION.

CRICKET FIXTURES.

P. J. HINDU GYMKHANA.

June
24 Sat Elphinstone High School C C, Home
25 Sun Gaud Saraswat C C Home

July
1 Sat Mohamedan C C, Home
2 Sun Young Hindus C C, Home
6 Thur } Poona Gymkhana; Poona
7 Fri }
8 Sat Jolly C C, Home
9 Sun International C C, Home
15 Sat B B & C I Ry C C, Home
16 Su Popatwadi C C, Home
22 Sat Bombay Gymkhana Home
23 Sun Friends' Union C C, Home
29 Sat Govt Telegraph C C, Home
30 Sun Rd Lazo Institute Indiano C C, Home

Aug
5 Sat R I M Dockyard C C, Home
6 Sun Islam Gymkhana, Out
12 Sat Elphinstone College Gymkhana, Home
13 Sun International C C, return, Home
16 Wed } Poona Gymkhana, return, Home
17 Thur }
19 Sat St Xavier's College Gymkhana, Home
20 Sun Now Shiwaji C C
25 Sat Bombay Gymkhana, return, Out
27 Sun Dalvainya, C C, Home

Sept
2 Sat Govt Telegraph C C, return, Home
3 Sun Friends Union C C, Home
9 Sat Mohamedan C C, return, Home
10 Sun Anjuman Fast and Present, Home
16 Sat Aryan C C, Home
17 Sun Pathare Prabhu C C, Home
19 Tues B B and C I Ry C C, return, Home
23 Sat
24 Sun Poona Young Hindu C C, Home
30 Sat Kshatriya C C, Home

Oct
1 Sun Islam Gymkhana, return, Home
7 Sat

THE CREATION OF A WORLD-CAPITAL.

THE Dutch Parliament is at the present moment engaged in considering a question that may vitally concern every other civilised nation writes W. T. Stead in the "Westminster." It is now six years this month, since the Hague Conference was opened in the Huis-ten-Bosch. More than two years have elapsed since Mr. Carnegie provided the Dutch Government with funds adequate to erect a Palace of Peace for the housing of the Permanent International High Court, the creation of which was the chief work of the Hague Conference. But to this day no site has been decided upon on which to rear the edifice in which the International Supreme Court will find its permanent domicile.

The proposal which is at present before the Dutch Parliament is that the sum of £50,000 should be granted for the purpose of purchasing a site about 200 metres long by 250 wide the acquisition of which would it is hoped settle satisfactorily the dispute as to the site of Mr. Carnegie's Temple of Peace. This plot of land is the corner of a wooded estate through which the Scheveningsche Weg runs from the Alexander Plein to the Kurhaus at Scheveningen. It forms a part of the estate known as the Zorgvliet, the whole of which is private property. In five years' time this estate will become the property of the speculative builder and the proprietors of the estate are believed to be already calculating upon a vast addition to the unearned increment of their property from the selection of the corner site as the place for the International Tribunal.

Considerable dissatisfaction has prevailed among some of the signatories to the Hague Convention at the delay which has taken place in the selection of a site; and there has been a rumour current that at least one of the Great Powers is favourable to the idea of transferring the Court from The Hague to Paris or Brussels. It is therefore probable that the decision to buy the Zorgvliet estate may be rushed through, and we may be committed to the erection of what would be the most important international building in the world on an estate which affords no room for the natural development of international institutions, which may be expected to cluster round the International High Court.

Dr. Eijkman has a much more worthy conception of the possibilities which lie before us in the near future. The first great International arbitration which is held at The Hague will compel the world to realise that incidentally it has created for itself an International capital for this planet and that the interesting, historic city of The Hague has become the centre of the world. Dr. Eijkman sees this, and he has undertaken a propagandist tour both in the New World and in the Old in favour of a well-thought out and imposing scheme for making Mr. Carnegie's Palace of Peace the centre of a great international capital, the seat of central International Institutes of the Arts Sciences and Literature. In other words, instead of tucking away the International High Court in the corner of a building estate, he would set it upon a hill and lay out the surrounding country so as to combine the maximum of convenience with the maximum of accommodation for all those institutions which are being evolved by the growing internationalism of the world.

It so happens that to the north of the new Scheveningsche Weg, rather less than a mile, there lies a swelling dune known as Musschenberg. This hill stands in the centre of communal land belonging to the Government. Upon the summit of this hill it is proposed to erect Mr. Carnegie's Palace of Peace.

The Dutch Government would sell the whole of this estate, in order that it may be utilised for the purpose of laying out the international capital of the world. The plans have been drawn up, and the sites provisionally selected for all manner of international institutes, bureaux, academies, &c., all of which will be grouped round a great central square.

There is obviously a great deal to be said in favour of this. Every other proposal that has been made is based upon the ideal of tucking this new international building into some unoccupied corner of an old-world city. The inevitable result would be that the old-world city and the new international institution would mutually incommode each other. It would be obviously much better if it were possible to plant the new tribunal in such a situation that the planetary capital of the future could grow up around it on a spacious site scientifically laid out by builders who can foresee and provide for the probable necessities of the future.

There is no doubt in the minds of those who have gone into the matter that the larger plan is the better and that few better investments for capital could be conceived than the investment of from four to five millions sterling in the purchase of the ground sites of the city of the future.

This, however, is by no means in accord with the public spirited ideas of Dr. Elkman and his friends. What they contemplate is the raising of a fund by means of a loan—though they are not indisposed to accept gifts—to the extent of four millions sterling, the whole to be repaid in twenty-five years by the sale of such portions of the estate as were wanted for residential purposes, when the international city would become its own ground landlord, and the whole of the ground-rents would be available for maintaining the international institutions within its borders and also providing for the development of fresh institutions as need shall arise.

It is a proposal to localise in one convenient centre any territory that would be neutralised and set apart from all international strife, the grey matter of the brain of the international organism. This project does not in the least entail the abandonment of the peripatetic nature of existing international annual conferences. The annual parliaments of the various international congresses would meet all over the world as at present, but the very meeting at these travelling congresses would be facilitated by the existence of a permanent intelligence department and headquarters staff in the central capital at The Hague. The twentieth century, everyone admits, will be century of Internationalism. It would be a thousand pities if nothing was done to provide the various brain-cells of the international socio-political Organism with a brain-pan in which they can be adequately accommodated. The site where most conveniently can be located the cerebral convolutions of the international organism is indicated by the choice of The Hague as the city of the supreme International High Court of the nations. The only question now is whether the necessary four millions sterling are forthcoming. It would be a trifle for the signatory Powers which signed The Hague Convention to guarantee the interest and sinking fund of such a loan; but it is to be feared that it would take some persuading to induce the Powers to guarantee the annual sum of £25,000 which alone is necessary to secure the success of this imposing project. Failing such an international guarantee, there is the hope of a public benefactor dedicating his millions for the purpose of founding an international capital of the world.

TAMING A GEYSER.

Frances Campbell in the "St. James" says:—Fearon is my Aunt Selina's factotum. He lends an air of romantic enthusiasm to her somewhat middle aged establishment. Without him even Chaddie would find it difficult to exist. She would have no one to differ with. It would be stale flat, and unprofitable. He is Irish, a poet, and a masterful spirit.

Chaddie and the bright-eyed kitchenmaid, whose name is Ellen, have a feud of long standing. Of Chaddie declares Ellen drains her of hot water; Ellen indignantly complains to my Aunt Selina that cook doesn't leave enough hot water in them taps to wash me little finger in—let alone dinner-service."

Fearon, being appealed to by either side, replies stolidly that 'so long's her honour's ladyship will be soakin' herself with hot wather before dinner, there'll niver be more'n a sup for washin'-up—to me sorrow be it said, that's got to clane all the glasses in a thimbleful."

Then said my Aunt Selina, in despairing resignation and great dole. "I see plainly I shall have to put up one of those abominable geysers in my bath-room."

And said Fearon, "Faith, m'lady, ye will so."

"Fearon," declared Aunt Selina with solemn conviction. "I know it will blow us all up."

"Begor," returned Fearon undaunnedly, "she'll niver blow ye up so long's I'm here to put a control over her."

So for the next fortnight one fell over gasmen and plumbers in every corner of the house. They tore up the boards in all the rooms and made hay systematically on the staircase. Mercifully, it was wide enough for the traditional coach and four. But they did their best to barricade it. However, at length they had to go. And the geyser promptly refused to do likewise. It would run ice-water in quantities muddy water, water tinted like spa-water and smelling of ancient eggs; but it would not run warm. The plumbers and gasmen returned. Like Kiner Parnob's daughter, "in style" and the geyser sent forth volumes of scalding steam and water hot as the average person is accustomed to.

But as soon as the last plumber had revanished that geyser was at its old tricks again and would only run water that was laid on from the Polar regions. Chaddie was very melancholy about it; she said she "'ated all them new invented things. The Lord never meant water to come in 'ot out of a brass tap, with no reason like. Them things brought a judgment." She advised Aunt Selina to return to their original arrangement; for her part she didn't mind the inconvenience, bein' accustomed to it be now. Whereupon Aunt Selina ordered her to go and light the geyser and not talk nonsense.

Presently there was a loud bang, and Chaddie,

greatly singed about the front of her starched cap, came bounding into the bedroom like a young ram.

Oh! oh! she gasped genteely. Even in her terror Chaddie was genteel. "That there giser, ma'm—and she put her hand over her heart expressively. There was a distinct chuckle from outside. My Aunt Selina majestically threw open the door and disclosed the household, headed by Fearon, outside."

"Did you laugh?" she inquired coldly. Fearon chuckled again.

"Be dam?" he exploded cheerfully, "but I had to laugh, the way she sped past now 'twas a trate. Sure, m'lady there's nothing will rise yer heart like a good laugh."

"Very well," concluded Aunt Selina darkly. "Go and make that gas machine work properly, Fearon. Perhaps we may have a laugh too."

"Faith, m'lady," returned Fearon with an access of cheer, "'tis time ye would be puttin' a man to dale with her. I'll perfume her. 'Tis tamin' she wants."

"Well, go and tame her," commanded Aunt Selina in exasperation. Where on Fearon departed for the bath-room with the light of battle in his eye, leaving Chaddie to emanate a gentle and melancholy satisfaction under Aunt Selina's ministrations. Ellen accompanied him; so did Maria, the housemaid; the undergardener hung in the distance; and I brought up the rear, being by nature of an inquiring disposition and greatly interested in the methods of Fearon. He talked to me over his shoulder, "Don't be feared now, miss, he said kindly; though 'tis a wonder Mrs. Chadwick is alive at all, seen the way she's left the ould fairy fizzin,'"

There was a fine fizzing in the bath-room. It struck me that distance would lend enchantment to the view, and I retired up the staircase and sat upon the top step, which gave me a glimpse of Fearon at the geyser armed with a match-box. The house was an old building, and the bath-room was a modern annex off the wide landing below me.

"Do yez all go back," commanded Fearon authoritatively waving the math box at his following crowd. "I'll encounter her be mesilf."

He opened the window and struck match, and the next minute I had a vision of the geyser surmounted by my aunt's factotum sailing up into the blue heavens of the summer afternoon. There was a bang like the crack of doom, a crash and dust of falling bricks and mortar, timbers and red tiles. The barking of dogs, the flying cats, and the rush and scurry of the disturbed rokery above.

When the chaos had subsided we went out and sought him. He was reposing in the midst of Aunt Selina's favourite carnation bed, his hands firmly clasped on the geyser-top. Chaddie weeping bitterly, forced brandy between his teeth. My Aunt Selina stood over them, and issued distracted orders to her coachman concerning the doctor, who lived ten miles off. The men gaped. The woman-servants cried. Everybody cursed the geyser with a whole souled impartiality.

"For God's sake!" said Fearon, suddenly sitting bolt upright among the carnations, "where am I at all woman"?

"Oh Mr. Fearon dear, just in your own place" cried Chaddie comfortingly. Aunt Selina knelt down beside him with a shriek of delight and began patting him on the head. He gazed around with a dawning comprehension in his eye, "Musha, we're all destroyed! May the divil sweep that ould giser if it hasn't bust me through the side av the house. Ah' you, m'lady, an' all——"

"No! no!" sobbed Aunt Selina. "We're all right, Fearon; every one of us. It's you we are thinking of. How are you Do you think any of your limbs are broken?"

Fearon grasped the brandy-bottle from Chaddie's trembling hand and took a vigorous pull. Then he raised himself slowly after an experimental fashion to his feet trying his legs carefully by digging his heels into the carnations.

Then he surveyed the gap in the bath-room wall, and the agonised conduct of Aunt Selina's grey Persian, a lady who hated noise and was still objecting to the racket of brick and timber.

His eyes took in the whirling rooks over the tree-tops and the quiet of the evening sky. Finally they fell upon the geyser-top embedded in the flowers, and a flash of triumph lighted up his countenance.

"Look at that now!" he exclaimed, pointing at it with manifest pride. "Dye mind the way she soaked up the wall after me. Faix, I tamed her that time—herself was bound to lep with only a small sup of wather in her—"

He paused and shook his head sorrowfully. "'Tis long sorry she'll be there wasn't a sup more. Sure I might have been soarin' among the stars this minute."

He wiped a heated brow, and manfully took hold of the copper knob. "I tamed her anyways," he concluded. "Like enough she'll go sour on ye no more, m'lady."

Then he sat down suddenly again to the consternation and despair of the gardener, and had to be assisted indoors because of "an wakeness inside," for which he cared not a rave that it interfered momentarily with his usefulness. He wanted to finish the taming of the geyser.

But my Aunt Selina, with one eye on the hole in her bath-room wall and the other on her pet flower-bed, decided the geyser had had enough.

"Oh, she'll be conduced to decency now," declared Fearon weakly. 'She'll be runnin' hot wather like Naigary at all times. Hersilf knows I've tamed her."

He was taken away in a triumphant procession towards the kitchen. When I saw him again it was after many internal application of hot water and—something else. He was gloriously happy and singing "The Protestant Boys" to a tune of his own contriving, and ever and anon he paused to say "I tamed her!"

And curiously enough, the geyser went all right afterwards.

GUJARAT AGRICULTURAL PROSPECTS.

THE special reports on the Gujarat Districts for the week ending 20th May, 1905, show a continued decrease in the demand for relief.

Ahmedabad.—Lands being prepared for next season throughout the district. Miscellaneous field labour affords employment to labourers and has caused the numbers on test works to fall. Cattle are in good condition. One test work was closed and a new one opened during the week in the Viramgam taluka. Price of bajri varied from 18 lbs. at Gogho to 30 lbs. at Modasa and of jowari from 26 lbs. at Dhandhuka to 31 lbs. at Daskroi.

Kaira.—Three cents of rain during week at Thasra. Standing crops in good condition. Irrigated jowari being harvested in parts of Matar, Anand and Borsad talukas. Lands being prepared for next season in parts of Nadiad and Anand and Borsad talukas. Importation of fodder continues in Nadiad and Anand talukas. Measures for the improvement of water-supply in progress in Matar, Kapadvanj and Thasra talukas. Field and other miscellaneous labour available in parts of the district. Numbers on relief decreasing owing to a good fruit crop and to the people getting agricultural employment. Price of bajri 27 lbs per rupee.

Panch Mahals.—Situation remains unchanged. Condition of people good.

Broach.—Irrigated crops in fair condition in parts of Jambusar taluka. Lands being prepared for next season. Cattle in fair condition. The scarcity of fodder is being met by grass imported by Government agency. Supply of water sufficient except in some villages of Anklesvar, Amod, Jambusar and Vagra talukas, where measures for its improvement are in progress. Prices of foodgrains stationary except a slight rise in the price of jowari at Amod. Condition of cultivators, agricultural labourers and town population fair, sufficient field and other miscellaneous labour the available for the present.

An additional grant of Rs. 2,000 was sanctioned for the improvement of the water-supply in the Panch Mahals district and a sum of Rs. 8 300 was placed at the disposal of the Collector of Broach for the same purpose. A grant of Rs. 44,000 was sanctioned for expenditure in connection with grass operations in the Bombay Presidency.

The Collector of Bijapur has reported that out of 1,073 villages in the Bijapur district the crops were bad in 671 and failed completely in 39 villages with the result that land revenue amounting to Rs. 3 75,000 will have to be suspended and Rs. 40,000 remitted in that district during the current year.

In the Navalgund, Ron and Gadag talukas of the Dharwar district the following suspensions and remissions have been granted:—

	Land revenue.		Local Fund cess	
	Suspensions.	Remissions.	Suspension.	Remissions.
	Rs.	Rs.	Rs	Rs.
Navalgund ...	1,67,927	3,980	10 495	299
Ron.....	7.289	.....	461	.....
Gadag...	2,667	.....	193	.....
Total	1,77,883	3,980	11,149	2 9

VESUVIUS has recently been active to a degree yielding a display of volcanic splendours such as is rarely seen, apart from periods of great eruption. The craters are bubbling, and the result has been a marvellous display of many coloured lights diversified by streams of lava, and on one occasion lasting throughout the night.

THE MOTOR-BOAT RACE DISASTER.

STORY OF A THRILLING RESCUE.

SIX of the seven motor-boats, which took part in the second stage of the Algiers-Toulon race are now at the bottom of the Mediterranean, writes the "Westminster."

Happily no lives have been lost, thanks to the precaution of having each of the competing craft escorted by a torpedo-boat.

The first stretch of the race, from Algiers to Port Mahon, was accomplished without any mishap, but for several days the competitors were obliged to remain in Port Mahon owing to the state of the sea.

The vessels arrived at Port Mahon on the night of May 7 and morning of May 8 in the following order:—

F. I. T. A. X.....	6-15 p.m., May 7
Camille	10-25 p.m., May 7
Mercedes C. P.....	11-0 p.m., May 7
Mercedes-Mercedes.....	12-15 a.m., May 8
Malgre-Tout	12-30 a.m., May 8
Quand-Meme.....	3-0 a.m., May 8
Heracles II.....	10-55 a.m., May 8

The weather looked so promising on Friday night the 12th May that arrangements were made to leave Minorca next morning, and at four a.m. on Saturday the little boats left their shelter and set their course for the French coast, two hundred and fifty miles distant.

In spite of a rather rough sea, by eight o'clock the last boat was forty-five miles from port, but the wind continuing to freshen, the 30ft "F. I. A. T. X." began to show signs of distress, and was hoisted on board the "La Hire." The Camille of Mme. du Gast was then leading, followed by the Quand Meme of the Duc Decazes, the 60ft. Mercedes-Mercedes yacht, and the fishing-boat. Heracles II. Far behind, the Malgre Tout and the fast cruiser Mercedes C P. had met with difficulty, and were being towed.

Soon afterwards the "Mercedes-Mercedes" was in trouble, and was also taken in tow.

Towards nightfall the weather changed for the worse, and the sea became so rough that the crew of the "Mercedes-Mercedes" were transferred to a destroyer.

Shortly afterwards a storm broke suddenly over the boats, the sea was lashed to fury, and threatened destruction even to the torpedo-boats themselves, which, at great danger, succeeded in rescuing the crews of the motor-boats, with the exception of the "Quand Meme," of which the latest tidings is that she was being towed by the "Arbalete," making for Corsica.

There were eleven persons on board the "Quand Meme."

The "Mercedes C. P" was taken in tow after the crew had been saved, but it sunk about fifty miles from Toulon.

Another boat, the Malgre Tout, was shattered to pieces by the force of the waves. M Olivier, a gentleman on board, was injured while the work of transferring the crew was going on.

The torpedo-boat destroyer "Sarbance" made ten attempts to save the passengers of the Heracles, and hardly had the work of rescue been accomplished when the motor-boat crashed beneath the furious waves, broke her hawser and was engulfed.

SAFETY OF THE QUAND-MEME.

A Reuter message from Cagliari this afternoon reports that the torpedo-boat destroyer Arbalete has arrived there with the crew of the Quand-Meme. Nothing is stated about the boat herself, which it is therefore supposed has gone to the bottom like the other fivs.

THRILLING RESCUE OF THE "CAMILLE'S" CREW.

The rescue of the crew of the "Camille" in the height of the storm which caused disaster to the motor-boats in the Algiers-Toulon race was a thrilling episode. An officer of the cruiser "Kleber" states that it was about half-past five in the afternoon when it became plain that the "Camille" was in distress. Her convoy, the destroyer "Dard" attempted to take the craft in tow, but the task was one of extreme difficulty. For two hours the crews of the two vessels endeavoured to make the "Camille" fast with rope, but again and again it snapped like twine. The sea was then running so high that those on the 'Kleber' had great difficulty in avoiding being swept away. Then they succeeded in approaching within thirty yards of the "Camille" and threw out rope after rope, but all to no purpose, the wind that was blowing at the time making it impossible to remain in the same position for two seconds at a time so that in a few minutes the "Camille" had drifted 400 yards away

It was then evident that the frail little craft had not many minutes to live. The captain of the "Kleber" accordingly called for volunteers to man a boat, and seven men came forward. They made desperate efforts to throw a rope to M. Menier and Madame Du Gast and her crew, but they could do nothing in the tremendous sea that was then running. After repeated attempts the crew of the boat returned to the "Kleber," which then manœuvred, returning to the "Camille." succeeded in throwing a rope ladder to Madame Du Gast, who attempted to climb up it, but she was too fatigued to be able to do so and clung to the lower rung and was in danger of being crushed to death

Two sailors immediately went down the ladder, one of them taking the lady in his arms and endeavouring to climb back with her. The task, was, however, impossible, and he had to let her slip into the water. All on board the Kleber thought Madame Du Gast was lost, for she disappeared under the Camille, but two other sailors dropped into the water and eventually rescued the lady, who was hauled on board in a state of collapse. The other members of the crew were also rescued.

INTERVIEW WITH MADAME DU GAST.

The "Figaro's" Toulon correspondent sends an account of an interview with Madame du Gast, owner of the Camille, who is represented to have made the following statement:—

"Having been strained by the heavy sea, the 'Camille's' bolts gave way and she started leaking. We asked to be towed. We were fifty miles off Toulon and we had won the race. For more than two hours the 'Dard' was making efforts to take us in tow but unsuccessfully. Meanwhile the water was getting into the motor-room, which was soon flooded. We had irreparably broken down and were quite unable to do anything to help our rescuers. I shook hands with all my companions and we awaited our salvation. The Kleber brought it us though we thought at first she was abandoning us when she steamed off a little carrying out the manœuvre which saved us. For the moment we were in despair and I made the sign of the Cross thinking the end had come. But now I am very happy. Everybody has been saved. That is the essential point. The Gaulois states that the Minister of Marine will be interpellated regarding the assistance lent by warships in the race.

A GIBE AT CHRISTIAN MISSIONARIES.

THE people of India are usually so respectful towards religions not their own, observes the "Madras Mail" that it is somewhat of a shock to come across in the pages of a local contemporary, the 'Madras Standard" a long skit concerning a famished ryot and his family, which concludes with a scene, in the worst of taste, between them and a couple of Christian Missionaries. We need not describe all the details of this scene, but it ends by the Christian Missionaries taunting the ryot and his family, because their god Siva will not give them food. One of the Missionaries remarks:—"I will show you a God—believe him and He will forgive you and—what is more—give you Rs. 50 a month—will keep your wife and children by your side—and will shower blessings upon you—and all these at the very moment you acknowledge him your Saviour." The ryot yields and is described as acknowledging Christ as "my Saviour." Then the Missionaries exclaim:—'Bravo—hold out your hand" (putting forth a hundred rupee note in it) "Jesus Christ has blessed you—here take this letter and hurry to John White, and jungle Pale (sic) they will supply you and your wife and children with all necessary things, and ship you to Africa, where you will get Rs. 50 a month. Pray to Jesus Christ." Comment is unnecessary!

ANOTHER feature of the remoter history of the Sahara is now revealed. We know that the desert abounds with traces of an ancient system of irrigation which the late Cardinal Lavigerie contemplated restoring. We also know now, on the authority of the eminent explorers, Fourcau and Gentil, that the desert is thickly studded with extinct volcanoes ancient and modern. The basaltic remains of the Grand Erb and the many basaltic peaks of the Adrar are mentioned. But the most remarkable case is that of the Air district, where over a territory 93 miles in extent many volcanic peaks are met with, recent enough to show the craters well preserved.

THE RUSSIAN SQUADRON AT NOSSI-BE.

"L'Energie Française" states that according to an officer who returned to France from Madagascar, there can be no doubt that the laws of neutrality were violated at Nossi-Be, in the sense that during its prolonged stay there, the Russian squadron prepared for battle by manœuvres, regular calls to arms and by making all needed repairs. But how could this be prevented except by force?

Coal was not supplied there. Before leaving Kronstadt an arrangement had been made with a German firm for the supply of 300,000 tons, at one hundred and ten francs per ton, delivered at Batavia or taken on board during the voyage. The German house did not calculate that the voyage would be made in two halves, that Rojdestvensky would wait for Niebogatoff and would remain two months in Madagascar waters. So, the operation has been of less profit than was expected and there is a law suit on.

Not knowing precisely where they could coal again after Nossi-Be, the vessels set off frightfully overladen with coal. But "Nitchevo!" God is great! As a legendary captain has said, one cannot navigate without luck.

It is unfortunately true that Rojdestvensky is ill, has liver and other internal troubles, and is worn out with crushing and exhausting cares. But we must hope that this Commander, who is the soul of his marvellous enterprise may hold out to the end.

The Russians made excellent use of the Temperley apparatus for coaling. These do ordinarily two hundred tons an hour. There are two installations for each vessel. Two boats attack the coaling ship, one on each side. If necessary, little boats feed from the larger ones and thus four boats are carrying out the coaling simultaneously.

MOTORING SUPERSTITIONS.

MANY motor-owners have a strong prejudice against any of their passengers wearing green clothes on a car, although to paint the body of the car emerald is not supposed to be unlucky.

But the persistent ill-fortune which attended the British cars in the Irish Gordon Bennett race is attributed by the superstitious to the "wearin' o' the green" by their drivers.

Mr. Barney Oldfield, the well-known American track-racer, says old men are his hoodoo. Whenever an old man bobs up on the race-course and wishes him good luck, or speaks to him at all, he knows that he is sure to meet with defeat or accident.

A well-known British driver says if he dreams of petrol—certainly a most unpleasant and malodorous nightmare—he is certain to do badly in a race. All sorts of superstitious little "charms" are worn by motor racing men during a contest, but it is difficult to discover whether these are worn as a compliment to the friends who shower such lucky token on competitors, or as an amulet of protection against possible disaster. But most drivers object to a passenger who, on settling into the car, turns and looks back. This is most unlucky.

With regard to the numbers of cars, county councils often find so much difficulty in disposing of the number 13 that this has sometimes to be omitted altogether from the register.

The Gordon Bennett racer which this year bears the number 6—it will be an American car—is considered a great good luck, since the "Standard" has pointed out that the first Gordon Bennett Cup winner, Charron, in 1900, drove a car under the number 1; the next year Girardot won with car No. 2. In 1902 Edge's winning car was No. 3. In 1903 Jenatzy won the race in Ireland with No. 4, and last year with the famous No. 5. They gained his victory on the Taunus course.

As an offset to American luck in starting 6th, another car of the American team is a 13th starter. Of all motoring superstitions those connected with numbers are the more common. The writer knows a motorist who, if he meets either 9 or 13 cyclists in close succession, immediately abandons his trip and turns the car homewards. The same man once met a funeral at a 13th milestone, this circumstance throwing him into such a nervous panic that escape from a series of bad accidents seemed almost like a miracle.

For there is little doubt that fear and apprehension of an accident are far more likely to cause trouble than the fact that these crows croak at the approach of a car or a brindled cat mews thrice from a cottage doorstep.—"Motoring Illustrated."

NOTICE EGGS.

WE have heard of many kinds of eggs, new-laid eggs, fresh eggs, eggs and election eggs in a descending scale of excellence, but the latest oval development is the "Notice Egg" of which the shell is utilised with much ingenuity. One of the smartest methods of advertising is through this medium. The machine that stamps notices and advertisements on eggs was invented in Marseilles and is patented in most European countries and in America. Eggs can be stamped when raw or cooked. The machine is a rapid and delicate worker, can print as well as a printing press and faster. A dozen eggs can be stamped by twelve dies bearing different impressions in less than ninety seconds. The machine can be regulated so as to print trade mark advertisement on eggs of any size, they can be covered with notices of several firms and their different manufactures. Cooking does not obliterate the impression nor does the printing spoil the character of the egg. Any girl can manipulate the neat machine after very little instruction; the number of eggs stamped is recorded by an adding machine. Needless to say a company has been formed in Marseilles to hustle this device and produce "Notice Eggs" its business is said to have developed very rapidly, and it is extending widely. The eggs are sent out in patented boxes that hold six, and have a place inside for a sample of the article advertised by both egg and box. This triple advertisement is very ingenious and should catch on. The machines are being taken up and worked by manufacturers who stamp their own eggs with descriptions of their goods. Poultry raisers patronise them to differentiate the eggs intended for incubation and to print on them name and address and the breed of hen and any other particulars that poultry fanciers find desirable. Marseilles, the country of the invention of this ingenious device has already made a good thing of it.

ELECTION HUMOURS.

THE stories of elections are as the sands of the sea for number. Mr. Fox Russell recalls several in the current "Royal Magazine." One relates to the days of the hustings, and is of Mr. (as he then was) Henry James—now Lord James of Hereford—who contested Taunton in opposition to the late Mr. Serjeant Cox. Mr. James had made a good and telling speech chiefly devoted to ridiculing the idea of Taunton men returning his opponent, and at the conclusion of it he said: "Gentlemen if Mr. Serjeant Cox is successful at the poll, I'll carry him on my back all the way to Westminster!" To which sally the learned Serjeant immediately retorted that he had given up donkey-riding ever since he was a boy. A worthy baronet was the chosen candidate for a vacancy in a "pitmen's" division, and "nursed" the constituency with great assiduity. Assisted by his lady, he instituted a series of concerts and readings. The candidate's wife had a very good voice, and never failed to please; but when one night her brother a youthful subaltern, who had been pressed into the service, sang a tenor song atrociously out of tune a "Geordie" at the back rose and called out: "Ah doan't blame thee, lad; thou didst the best. But Ah'd like to know the mon that asked thee to sing—and poonch him!" An old Frank Lockwood story also finds a place in the collection. Lockwood showed as ready a wit at election times as he did in the practice of his profession. Added to a really wonderful aptitude for the drawing of caricatures, he had the knack of getting out of any awkward situation by a ready jest. At one time (he and Mr. Pease being the then members for York) he was addressing a meeting of his constituents, when a discontented voter shouted out: "What's the Cabinet going to do about Russia's action in Afghanistan? You're one of the Government so you ought to know." "Sorry I can't tell you" replied Lockwood promptly, "but directly Cabinet Ministers begin to discuss such things as foreign politics, the Attorney and Solicitor-Generals are sent upstairs to play with the Under-Secretaries."

MISSING ARCTIC EXPLORERS.

DETAILS OF THE RELIEF EXPEDITION.

MR. WILLIAM CHAMP, the leader of the expedition which is being despatched to Franz Josef Land to rescue the twenty-six American explorers, who have been in the Arctic for the past two winters with their ship the "America," reached England from the United States, and left on May 13 for Bergen in order to complete details. He was accompanied to Norway by Dr. Oliver L. Fassig, who has been despatched by the United States Weather Bureau and the National Geographical Society of Washington to be their representative on the second relief ship, which will be despatched from Norway to the east coast of Greenland. The main relief expedition, of which Mr. Champ is in command, will leave Tromso in about a fortnight on board the Terra Nova.

In conversation with Reuter's representative immediately before leaving for Bergen, Mr. Champ said that the "Terra Nova," on leaving Norway, will make straight for the ice proceeding as quickly as circumstances will permit for Cape Flora, Franz Josef Land. There it is expected that the records will be found, and probably also some of the explorers who, under Mr. Fiala, the leader of the expedition, have been cut off from all communication with the outside world since July 1903. Even if none of the American explorers themselves are at Cape Flora it is regarded as certain that records will be there indicating the whereabouts of the party and advising the relief expedition of the winter quarters. Whether the "Terra Nova" will have to proceed further will, of course, depend upon the nature of these records. It is also impossible to conjecture as to whether their ship the America will come out of ice or not. If the relief is accomplished from Cape Flora the Terra Nova ought to be back in Norway in September or even earlier if the ice conditions are favourable.

In view of the possibility of the members of the Ziegler expedition having returned from the sledge journeys by way of the Greenland coast on account of the drift, the second relief expedition will go to the east coast of Greenland, where Dr. Fassig will keep a sharp look-out for Mr. Fiala and his companions. This expedition will proceed from Norway direct to Shannon Island in latitude 75, where stores were placed in 1902 by one of the ships of the American expedition in pursuance of the plan made with Mr. Fiala, when the expedition left for the North. In view of the abundance of food and all kinds of stores available no anxiety is felt for the explorers on that score.—"Westminster."

THE OSTRICH'S GRACEFUL TRIBUTE.

TO mark the occasion of the opening of the Colonial and Indian Exhibition at the Crystal Palace one of the ostriches attached to the Somali menagerie laid an egg. This is considered by the Somali visitors to be a noteworthy condescension. They seem to be more elated than the ostrich herself, who has none of your barndoor fowl propensity to overweening self gratulation in such matters, writes a home paper. It ought to be mentioned, in order to prevent too much credit being accorded to the noble bird that she was only repeating a little experiment of five days previous. In these Northern climes ostriches are not diligent egg-layers. Some years ago an attempt was made to incubate ostriches' eggs at the Crystal Palace but it failed. At Stuttgart they were more successful. Five six chicks were hatched and were kept alive for some four months, although they came into the world at a season when suitable food was difficult to get. It would not be safe to accept without reserve the natural history of these Somali natives, especially as it runs counter to the statements of some of our old writers whom we have so long believed. At the same time it is deserving of remark that these intelligent coloured men are not of the opinion that the youthful ostriches prefer hardware for dinner, although the adult bird is not particular whether it is mineral or vegetable—or railway bun—so long as it is tasteless. The Somalis say that the female lays from ten to twenty eggs—not forty or fifty, as some writers have declared—and that the eggs take forty-five to fifty days to hatch. It is a common idea that having deposited her eggs in the sand, she takes no further notice of them, leaving the sun to do all that is necessary. In the equatorial region the sun does most if not all, the work during the daytime, and the ostrich keeps them warm at night. In this respect the male bird appears in an interesting light doing most of the sitting. Farther from the equator, he has often to go on day duty as well. After this little incident at Sydenham, the County Council will have to add the ostrich to the schedule of protected birds' eggs. At the present time it includes many nobody is ever likely to find.

A CANADIAN IRRIGATION PROJECT.

THE tide of emigration from the United States to Western Canada has increased to such an enormous extent during the last eight years owing to the facilities for obtaining good land that the Canadian Pacific Railway have in hand an irrigation project of some magnitude for the purpose of irrigating more than 1,000,000 acres of some 3 000,000 granted to the company by the Government in a solid block twenty-five miles wide along its line between Calgary and Kininvie, a distance of 125 miles. A system of canals will take the water for this purpose from the Bow River, the flow of which stream is unusually uniform because in summer supply is derived largely from glaciers which act as an automatic regulator; the warmer the season and the greater the need of irrigation the more rapidly the ice melts and the greater the supply of water. The system will include two main canals, one starting near Calgary and the other about twenty-five miles below; both will be under one control, which settles all questions of controversy as to water rights. The upper of these canals will irrigate about 300,0 0 acres, which will be distributed through about 1,500 00 acres of the irrigation block. About 40 acres in each 160 acres will be irrigated, and 120 acres will be left to be used as pasturage or cultivated by the aid of rainfall alone. Experience has shown that it is possible to grow crops on these lands three years in five, and certain crops can be grown every year. The canal now being built will water the western or upper end of the tract, and by this combination of the grazing and irrigable areas it is believed that the whole tract can be made as productive and by eventually as thickly settled as equal areas in the States. The bottom width of this main canal will be 60ft., with on waterline 120ft., side slopes 3 to 1, depth of water 10ft., sectional area 9 0 square feet. The grade will be 0.52ft. per mile, and the computed discharge 2 000 cubic feet per second. This main canal discharges into a lake whose depth will be raised 18 1-2ft. by a dam at the western end and create a reservoir about three miles long and nearly half a mile wide having a flooded area of 709 acres. About 500 000 acres of this land has already been sold and probably a beet sugar factory will be erected by American capitalists in the Ulsichen district at a cost of some £100,000.

THE recent death of an old lady in Montgomeryshire recalls a very early instance of Royal patronage of cottage industries. In the early forties of the last century this old lady and her husband, one John Jones, lived at Newtown, then and long after the centre, of the Welsh flannel industry. In those days periodical flannel fairs and markets were held just as cattle and horse fairs are now, and agents came from all parts of the country to buy Welsh flannel. The flannel was made from the wool of the diminutive local hill sheep; it was woven in private houses on small handlooms, one of which was generally to be found in every working-class home in the town, and it was noted for the fineness of its texture and for its softness and warmth. In the late summer of 1841 an agent from the Court attended the Welsh flannel fair at Newtown and purchased from John Jones a quantity of his finest material, telling him that it was for the wear of the Royal baby, who was then expected. The King was born on November 8, 1841, and his first robes were made of John Jones's Welsh flannel. So, at least, the old lady, who has just died was wont to claim.

HERE, THERE, AND EVERYWHERE.

It was a foursome, and one of the players belonged to the order of golfers who construct a kind of sand castle at every drive from the tee. There came a time when the topper's ball was found to be remaining in the sand. His partner, grappling boldly with the situation cried: "Boy, give me my niblick!" and with a powerful stroke he sent the ball up in the air, to fall again some twenty yards from the tee, in the rough. "What on earth did you take your niblick for?" demanded the man of sand. "Niblick!" returned the friend; "what else could I take? Jolly good shot, too, I consider, out of the bunker!"

The fashion is becoming popular in Paris of leaving cards at the cemetery. An oak box placed on a tomb stone, is intended for the cards of those who visit the resting-place of a departed friend. In this way the near relatives find out those friends who still cherish the memory of the dead.

At Cawood, near Selby, two of the rival candidates for Barkston Ash division have been playing a trial game of cricket against each other. The Liberal nomines (Mr. J. O. Andrews) provided a team to meet Cawood, who obtained the services of the Protectionist candidate, Mr. Harry Liverridge, jun., of York.

Last month and this month are those which have the fullest orchestra of the notes of the birds. June brings no new voices, and indeed one by one the song will begin to fall off. Before June is out the missed thrush and starling, the chaffinch and redstart are silent; the song thrush and the blackbird almost so. The approximate number of birds singing in the months varies from eight or ten in December or January to twenty in March, thirty in April, forty in May, thirty five in June, thirty in July.

There are no fewer than five Divorce Bills on the House of Lords papers at present. Presumably they are promoted by Irishmen, who have to get a Bill passed before they can marry again.

Forgery has ceased to be a crime in Indiana, owing to the omission of its definition from the new criminal code adopted by the Legislative Assembly. The omission will affect persons now under indictment for the crime.

Colonel Arthur Lynch who tells in the Matin of his experiences, while under sentence of death for treason, says that during the interval between the sentence and its commutation he suffered, intensely from nervous prostration. His gaolers actuated by the kindliest motives attempted to cheer him up by recounting to him stories of bungled executions.

Several phrases have been used as tests of sobriety "The British Constitution," "Pope Sixtus the Fifth, and "truly rural." Lord Ranfurly has accidentally hit upon another. Describing the geysers of New Zealand at the Royal Colonial Institute, he tried the phrase "issues hissing steam." Although he was perfectly sober it was only at the third attempt (says the "Chronicle") that he succeeded in pronouncing the words accurately, and getting the "h" into its proper position.

After telling his wife that he would bring home some fish for dinner, Max Hartmann, having suddenly gone mad, went to the Hamburg Zoo, removed a young alligator from a pond, and took it home for his wife to cook.

A couple of generations ago says "Country Life" the village tailor was a flourishing person. He carried his goose to the house of his customers, and cut and sewed their garments sitting on the kitchen table; but like many other local institutions he has practically passed away, and his place has been taken by the cheap emporium for the sale of ready-made clothes, so that the same cheap tweed coat and trousers, the same cap or felt hat, serve the turn of all classes in the country, and ploughmen have no article of dress peculiar to themselves.

The business agent of one of the unions involved in the Chicago strike has, says the "Times" made a written confession that the strike breaker, who was beaten to death was assaulted by orders of the union which paid £3 to the men employed for the work. The money came out of a fund known as the educational fund.

The Countess of Warwick, who visited the Hands strikers at Deptford on Sunday in her blood-red motor-car, and who the Express states has now given up wearing white gloves at Social Democratic functions, shook hands all round with the men. After her address to them, her ladyship daintily picked up her exquisite skirts and gracefully entered the crimson motor-car from which she waved a delicate and scented hand at her delighted comrades as she departed.

It would be interesting to know who are the eventual consumers of the 6 8 789 gallons of wine from Holland which a recent Parliamentary return notes as imported into this country during the year, and also what they think they are drinking, and how they like it (says the "County Gentleman"). The national genius of the Dutch, which has led them to do so much with such small resources, does not seem to be displayed least conspicuously in the production of this large quantity of trade wine with absolutely nothing to go upon in the way of vineyards.

Mr. F. R. Benson addressing a meeting of the Dramatic Debaters, said his company were playing Romeo and Juliet the other day, and in the balcony scene a cannon went off. He sent for the property man, who explained that it was a cannon that should have gone off in the performance of Henry V, two days before. He spoke to that property man more in sorrow than in anger, and he retired to the property-room murmuring that Shake-peare's mother was not a property mistress, or he would never have written plays to give a property man so much trouble, and finding in the room a plaster bust of Shakespeare the man shattered it with his fist saying I will teach you, you scoundrel, to write plays.

Geologists are puzzling over an iron bolt ten inches long, and an inch in diameter which has been discovered in the fossil beds near where the diplodocus, presented by Mr. Carnegie to the Pittsburg Museum, was found. It is not of modern manufacture and it gives a peculiar silvery ring when struck. The suggestion, that it has been placed in the mesozoic formation, in which it was found by human agency, is scouted as impracticable. The presence of the bolt is difficult to reconcile with the accepted theories of the first appearance of man on earth as the records goes back for millions of years.

A coincidence in connection with the expulsion of the Northampton strike leader from the Strangers' Gallery seems to have escaped notice. He apparently wanted to register a protest against the action of his member, Mr. Labouchere, in talking out the Female Suffrage Bill. On the last occasion when the proceedings were similarly interrupted (the "Chronicle" says) the culprit was O'Donovan Rossa, the Fenian, who desired to protest against something that Mr. Labouchere had said about him in Truth.

At Stamford last week, a suit of clothes belonging to Daniel Lambert, the celebrated Leicestershire giant was offered by auction. The suit had been on exhibition for several years at a local hostelry. Lambert who weighed some 50 stones, paid £20 for the suit. General Tom Thumb, when in England, walked through the arm of the coat. The figure had, at the auction, reached £75, at which the lot was withdrawn.

Motor bicycles are now being provided for the German mounted Constabulary, says "The Motor Cycle," after trials which have given every satisfaction. American were first in adopting motor cycles for policemen, and have quite recently increased the number of their ranks.

THE Hamburg Chamber of Commerce has just taken the initiative in a movement, which is of deep interest for business men. It is urged that much international trade is lost for want of an international postage stamp, which should be current in all countries of the Postal Union. In Hamburg and in other German cities, it is declared that many letters from foreign countries asking for information are left unanswered, because it is not possible to enclose the stamped reply envelope. The Hamburg Chamber has formally requested the German Government to take the initiative in bringing the matter before the other Governments of the Postal Union.

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GROWTH OF COLUMBUS.

IT is said that there is no city in the country growing any faster than Columbus Ohio, and much of this growth is due to the fact that it is in the heart of the gas belt. There is natural gas in all parts of that country, says the Lynn Item, but it is used to the greatest extent within a radius of 50 miles of Columbus, says an American papers All that is necessary is to sink a pipe into the earth and the gas comes to furnish light, heat and power. It is the only city in the shoe business in which natural gas is made use of for all three purposes, if we except the city of Lancaster, Ohio, which is about 30 miles south of Columbus, and in which there are four good-sized shoe factories.

There is no cost for coal and no expense for an engineer for all that is necessary is to start up each morning and then the man who starts the engine is free to work in the sole leather room the rest of the day. If the natural gas is not considered good enough for light, it can run a dynamo for the making of electric light. This is done in some cases and the total cost is very small. In one shop it was stated that they used a 35 horse-power engine, made their own electric light and heat, and the whole cost was less than doll 25 per month for light heat and power. The gas used in this shop cost 23 cents per one thousand feet.

An outside company, without a city franchise, has piped gas in large quantities to the city's limits, and manufacturers and others living on the periphery. As it were, have entered into special contract with the company and thus secure all the gas needed for the operation of their plants, etc., on a basis of cost very much below 25 cents per 100 ft. The 25 cent price is that charged regularly to all consumers purchasing from the company having franchise and pipe lines within the corporate limits of the city.

FOREIGN TELEGRAPHIC SERVICE.

JUNE 5.

GREAT BRITAIN.—Via Teheran Perfect Via Turkey Perfect, Via Suez Perfect.

CONTINENT OF EUROPE.—Via Teheran Perfect Via Turkey Perfect Via Suez Perfect.

AMERICA.—Via Brest Perfect, Via Valentia Perfect, Via Direct Cable Perfect.

AUSTRALIA.—Via Penang Perfect, Via Amoor Perfect,

CHINA.—Via Penang Perfect, Via Amoor Perfect, Via Bhamo perfect.

AFRICA.—Via Aden Perfect, Via Cadiz Teneriffe Perfect, Via Lisbon St Vincent Perfect.

Cable Dominique—Martinique and St. Lucia Martinique interrupted. Telegrams will be conveyed frequently by steamers (14-6-03)

Cable communication with Martinique is open via Lisbon and Cadiz. Telegrams are accepted at sender's risk and code addresses should not be used (4-5-03)

Cables between Vladivostock and Nagasaki are closed for an indefinite period to all classes of telegrams (19-2-04.)

The Vladivostock route being temporarily closed, telegrams via Chin for Europe and places beyond should bear in the preamble the indication "via Kiachta." The charges are the same as by the Vladivostock route (25-2-04).

The Japanese administration notify that telegrams written in plain English or Japanese addressed to Dalny or Port Arthur can be forwarded to Nagasaki by Military post.

At present they can only be accepted at senders risk (18-3-05-)

Cable Par.-maribo Cayenne interrupted (25-5-05).

Latest dates of Foreign Messages received at Bombay from the United Kingdom during the 24 hours ending at 8 p.m. of the 5th June 1905

(Difference in Longitude allowed for.)

| Via. |

NAVAL AND MILITARY NOTES.

An officer whose experience of the Army is matched by the sarcasm of his pen writes upon the examination for tactical fitness at work. There is excellent fooling and much sense in what he says. He says there is one really bright spot in the conduct of the Army which will doubtless be considered by many to redeem several of the failings of which we hear so much. This is the method of testing officers for the command of units. Seldom has such a simple innovation as the last, "met with such success," Some years ago a weak-kneed administration thought that to give some semblance of reason to its decisions as to the desirability of discarding some useless officers from the Army before they could do more harm, it was well to institute examinations for their promotion to command. The opinion of several general officers on their subordinates was very much biased by the quality of the dinners which the officers in question could supply to their generals. The general whose wife was Lady Footlights could not possibly report badly on Majors Player and Makeup, while General Nimrod's partiality for Major M. F. Hounds was wonderful, and Major F. U. L. Coverts was the bosom companion of General Scatter Gun." These, says our humorous correspondent, were all so useful in their various ways that it mattered not that they knew nothing and cared less for the profession of arms. Everybody hailed with joy the advent of the examination known in the old "Queen's Regulations" as "Tactical Fitness for Command" as a real step to counteract the tendencies of certain generals. But the effect of the introduction of the new system was not at once visible. The examination had its weak points. The candidate was allowed a staff officer who could give him general assistance, and the only officers who failed were those who were much disliked or who showed inability to get a capable youngster to give them necessary aid. It is perhaps unnecessary to add, remarks our correspondent, that the examinations were so absurdly easy that any bright boy on leaving Woolwhich or Sandhurst could have passed them with the exception of the practical portions, which required a "certain amount of self-assurance and self-control."

But at last the assistance of the staff officer was forbidden, and "tactical fitness" had a new life. For several years commands have only been given to the qualified," and some "incapable officers have been prevented from holding command," so that at present every officer who holds a command has "once in his life written the orders for the movement of say 500 men and a few guns, and has shown some knowledge as to how to find a few places on a map." His powers of reading a map, says our ironical correspondent, have been thoroughly tested, but cases have occurred "where successful candidates have not known the difference between rivers and railways, or between valley and hill. But slips of this kind will occur." There was one disadvantage in these examinations. They wasted the time of the general and staff, and prevented the real training and instruction of the troops for many years. However, they strengthened the hands of the administration and so served their turn, but they also strengethened the hands of the impossible commander, who always managed to pass the examination, "even when the Board got the hint as to his undesirability." "These examinations went on through the South African war. Field officers before going to the war were carefully examined by some dug-out general in the command of a battalion 100 strong, with carts to represent guns." After peace came, officers who had commanded successfully in the field and been given honours and promotion were examined and sometimes disqualified because their views on the tactical handling of a small imaginary force on the map (a very bad one) did not coincide with those of the general or other officer who presided on the board. Still, absolute fairness existed, and without passing tactical fitness no one was promoted, except the few who got a certificate from a general in the field in South Africa. It did not matter how valuable the officer might be to the Army or the State, this was a "sine qua non."

At last a brilliant idea struck the authorities. Why waste the energies of the troops? Why not carry out the whole examination by a war game and a staff ride? The dictate went forth, and the orders now issued have made the examination perfect in its kind. Five or six officers, says our correspondent, who may or may not know anything about a war game and tactics, assemble and form a board. They set papers which may be easy, or which may be hard and impossible. "There is no necessity for the papers being written in English!" Some five to ten candidates attend and amuse themselves in trying to solve the problems. The board criticise the work of the candidates. The State has to pay about £5 per head for each individual attending the examination. As a last innovation to make the examination perfectly impartial, each candidate is provided with a staff officer by lot. This staff officer may be a very Napoleon or otherwise. So now anyone can pass with credit if he has the luck to draw a good assistant. "It is really a great achievement. At the cost of a few thousands a year the War Office is relieved of the responsibility of appointing general officers who are capable of making up their minds as to the efficiency of the officers under their command. General officers need not themselves be efficient, and officers who pass the test for promotion do not need to know anything about the subject in which they are being examined if they have a little luck. It is not often," our correspondent concludes, "that such complete success can be attained."

Regarding the decision of the Admiralty regarding the fracas on board the "Kent" observed a correspondent: I should like to point out that discipline in the gun-room can never be properly maintained unless the senior executive sub-lieutenant is given absolute control over it. The engineer sub-lieutenant and the assistant paymaster should never be allowed to interfere in the slightest degree with the midshipmen. The sub lieutenant is the over-lord of the midshipmen, and in his absence the senior midshipman; and commanders and first-lieutenants will be wise if they make it their business to see this position of affairs strictly recognised by everyone.

There is a very mischievous and reprehensible tendency on the part of certain journals to report the results of courts-martial in a slipshod manner. The most recent instance of this sort of thing is to be found in a well-known Service paper regarding the 'Syren" court-martial. In the report in question the commander is stated to have been severely reprimanded, whereas, as a matter of fact, he was only considered to have committed an error in judgment and was simplay reprimanded. Again, the same journal alleged that the court sentenced certain men to various punishments. The truth is that the Court found that they were satisfied with the officers and petty officers on the occasion of, and after, the grounding, and no other sentence, except that on the commander, was given. Careless reporting in cases of this sort inflicts a cruel injustice on officers and men, and proper means should be taken to guard against the possibility of it occurring

Some of the enthusiasm which has been displayed by the various counties which have been honoured by having warships named after them might, be equally shown also by the first city in the world, London, in the battleship which bears its ancient and time-honoured name. If one were to ask any City man, "On what do you trust for the safety of your ships, your commerce, your supplies, and your markets?" 99 per cent. would reply, "On the Navy." I present, therefore, to the Lord Mayor and aldermen of the City of London a unique opportunity of identifing themselves and their great corporation, as citizens, patriots, and men of affairs in a very happy and commendable manner with the British Navy by presenting to H. M. S. "London" something which may conduce to the establishment of closer relations between the chief mercantile city of this realm and the ship which bears its name and which may at the same time remind her officers and men that "the City" recognises the services and sacrifices which they ungrudgingly render to the Empire.

"There is no doubt that training tells" is a word that comes from a ship recently commissioned. "We are burning at least 5 per cent. more coal than we ought to be burning, simply because our men have had little or no experience in the working of water-tube boilers." Writing later, correspondent says: "We have just had a few hours steaming at a higher power (than one-fifth), and it has done the men no end of good. The coal-bill is coming down? The water-tube boiler seems to frighten those unaccustomed to its use; no doubt largely due to what has been said and written against it. However, the men are decidedly plucky, there is no shrinking from the thing of ill-repute and I feel sure that in six months we shall be able to give a good account of ship boilers, and men." These extracts bear out what had been so frequently urged "Train! Train!! Train!!! your engine-room ratings. It is the only way to get full value out of ships, engines, boilers, and men. The three first are of the highest quality which money can buy; will you not endeavour to raise the fourth factor to its highest possible power? Only by doing so can you obtain the ideally perfect war-ship."

In the period of 42 years, from 1863 to 1904, no fewer than 2,255 elephants, of a nominal value of Rs. 9,18,107, have been exported from Ceylon. The largest number in one year was 294, in 1864; the smallest was one in the three years 1877 to 1879; while in 1889 none was exported. Last year 30 elephants were shipped.

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Mother Seigel's Syrup is a purely vegetable compound, having a gentle tonic action on the stomach, liver and kidneys, and has cured more dyspeptics than any other medicine in the world.

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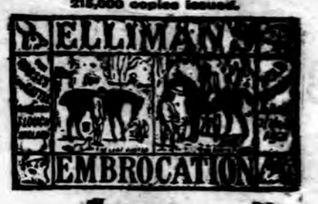

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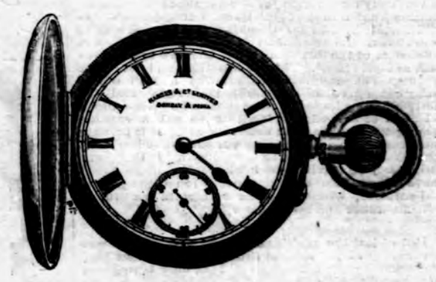

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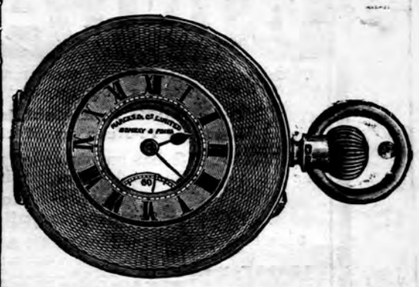

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